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KEN TYRRELL — 'WE
EXPECT TO WIN IN 1988'

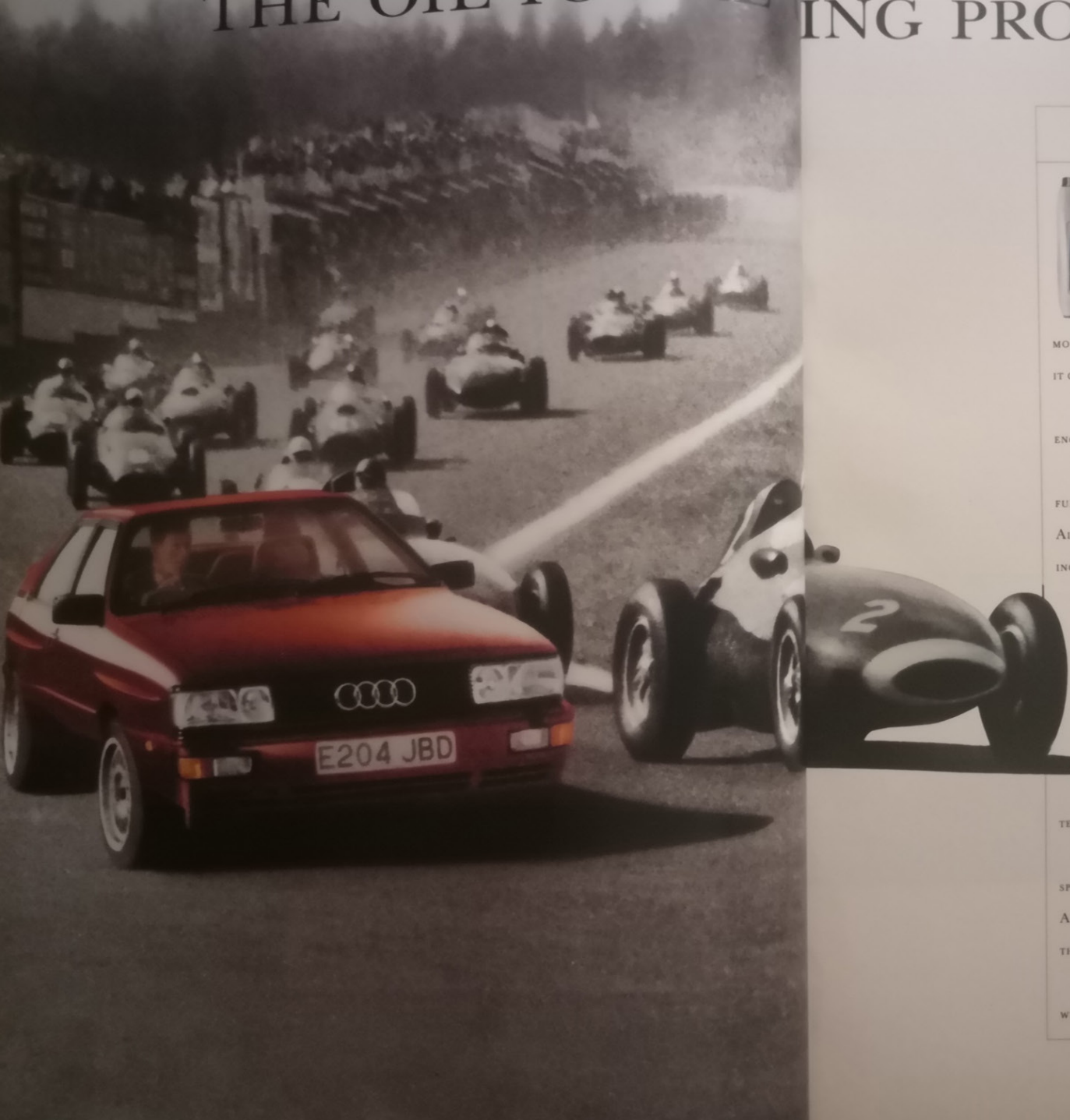
JIM CLARK 1936-1968

THE SEASON AHEAD

ITALIANS IN FORMULA ONE

MANSELL'S BACK

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G E M I N I



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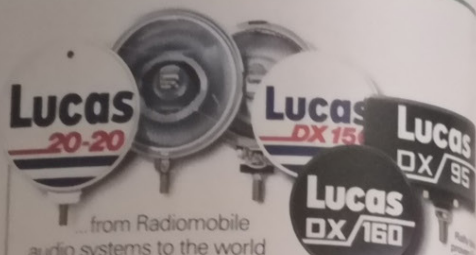
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World Champion Nelson Piquet prepares for the Rio GP Picture. Stephane Compoint

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The 1988 Formula One season is underway and what an exciting year it is going to be.

The pre-season build up was to say the least exaggerated, with teams, drivers and managers making the usual bold statements. But Rio as always, seems to sort out the men from the boys.

This year, we have been introduced to no less than eight new young drivers — the best of them include Stefano Modena, Luis Perez Sala and Mauricio Gugelmin. There are four new teams who will prove their worth towards the end of the season when most teams are expected to revert to the normally-aspirated format in readiness for the 1989 season when turbo engines will be banned.

In our first issue for 1988, we take an in-depth look into the coming season and introduce you to the new teams and drivers. Maurice Hamilton interviews Ken Tyrrell, introduces you to the Italians in Formula One and reports on the Brazilian Grand Prix. Jonathan Palmer joins us as a regular contributor, we talk with Nelson Piquet, Julian Bailey and Derek Warwick, look back at the time when the British dominated Formula One and weigh up the difference between Formula One and the CART Indycar series. There is much, much more in the world's only Formula One magazine. We welcome readers in the United Kingdom and Europe and invite you to be a part of the exciting world of Formula One that can only be found in **Prix Editions International**.

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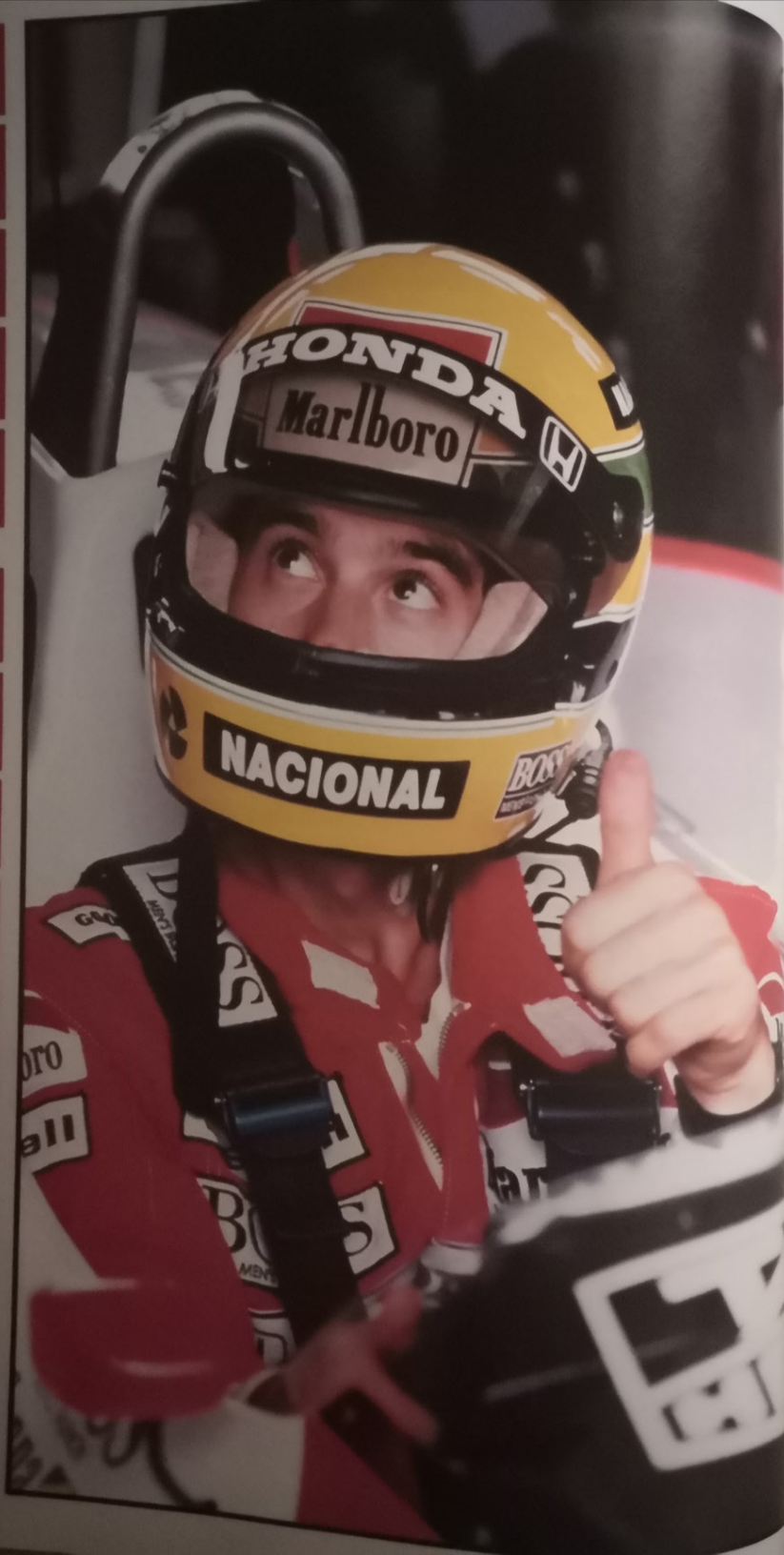
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As expected, many of the predictions about the 1988 Grand Prix season so carefully made after winter testing sessions in Italy, Spain, Brazil, France and Portugal all went out the window when the chequered flag fell on the opening race of the season in Rio. New cars were still coming out the door of several teams up to a few days before leaving for Rio and it wasn't until they all started racing together for the first vital World Championship points of the season that anyone could even begin to see how the season was likely to pan out. One of those cars 'fresh out of the box' for Rio was the latest Marlboro-McLaren-Honda MP4/4 penned by Steve Nichols and supervised by Gordon Murray. It was the first non-John Barnard era designed McLaren for many seasons and everyone including the McLaren team and their two drivers Alain Prost and Ayrton Senna were wondering if it was good enough to replace their 1987 'test' chassis which had already been impressively quick during the winter with its simple change from TAG-Porsche to Honda power. The team have tailored the new chassis to the new maximum 160 litre fuel rules and Honda 2.5 bar boosted V6-engine and in doing so have gone for a slimmer lower shape to decrease drag and improve straight line speed. There are no startling new ideas. The car is an improvement on the previous ones and by the end of the Brazilian Grand Prix it certainly look as though it is going to be the THE car to beat in 1988

unless another team makes a big step forward with their current car or pulls additional engine performance out of the hat.

Ayrton Senna had dominated the practice sessions taking pole position with a time that was only 2.5 seconds slower than his qualifying lap record in the previous 1000 plus horsepower days compared with about 600 hp of the current 2.5 bar boosted engines. Prost had a miserable practice and hardly a trouble-free session, but when it came to the race he got everything right and romped away to a flag-to-flag victory and the first blood of the year. Senna's troubles came in the race. He changed cars and started from the back when the gear linkage broke and that earned him a black flag and disqualification for his troubles — but not before the Brazilian had shown his home crowd and millions watching TV that he will certainly be the major hurdle Prost will have to get over if he is to take his third World Championship title. Niki Lauda, Keke Rosberg and Stefan Johansson never seemed to be able to race Prost on equal terms and beat him. Until Rio, we were wondering the same about Senna, but he certainly showed that wasn't the case. Only the rest of the season will show if his race skill is as sharp as the 'Prof's' who was in his usual perfect form during the Rio race. Until McLaren came along, Ferrari had looked like being the cars to beat and in





particular that of the Austrian ace Gerhard Berger. Using what is basically the same chassis he used in 1987, Berger still managed to chase Prost home to second place in the first race. But, he wasn't RACING him and wouldn't have been able to race Senna either had he stayed in the race. The Ferrari and the 1987 McLaren with its Honda engine were a close match over the winter testing months. But the new MP4-4 chassis has left the Ferrari behind and without a miracle from the engine men at Modena, or a good sprinkling of old fashioned luck, the situation is hardly likely to improve. There is, of course, the all new John Barnard designed normally aspirated

Ferrari due to appear at some point in the season, but those on the inside have their doubts whether it will ever race this year. The turbo cars are already showing that they are faster where there is any length of straight, and that's with several of the drivers complaining that the latest FISA boost limiting valves mean that they can only run about 2.4 bar. Any more, and the valve keeps opening when it shouldn't and dumping all the boost pressure which loses them even more time while it builds up again. That one tenth of a bar, or atmosphere of pressure means about 30 horsepower out of the window. It probably will not be long before the engine men or even FISA (though unlikely) find a way around the problem and then the gap will be even greater.

To find another 30 horsepower out of a normally aspirated engine could be an entire season's development programme! So conclusion number two. But for the slow tight tracks like Monaco, Detroit, Jerez and perhaps Hungary, the normally aspirated powered teams are going to have their backs to the wall. At Mexico city, around 7000 feet above sea-



level, they have got no chance.

McLaren looks like being the team to beat. At the moment Ferrari, and in particular Berger who once again is constantly quicker than his team-mate Michele Alboreto, look like being the only ones likely to beat the Prost-McLaren-Senna combination. There should be the Camel-Lotus-Honda team in the equation, but for the moment at least, Nelson Piquet and Satoru Nakajima are finding it hard to keep ahead of the quicker non-turbo cars. Rumour has it that the relationship between their new driver Nelson Piquet and designer Gerard Ducarouge is already getting strained, especially with the ex-Lotus driver Senna going so quickly in the new McLaren.

Piquet says the car isn't a match for the McLaren. Ducarouge implies that it's the driver that's not up to the job. The truth probably lies somewhere in between. There is no active suspension to blame the poor performance on this year. In fact, there is nothing very special about the new Lotus 100T at all, so it can hardly be expected to have an edge over the similarly powered McLaren, which seems better laid out to begin with.

Perhaps later in the year we will hear the excuse that McLaren are getting the better engines from Honda, which has already been suggested by some. I find that hard to believe, certainly at this stage of the game.

We shall have to wait and see if the Ducarouge-Piquet team can work together closely and effectively enough to find something extra to beat McLaren in a fair fight. I somehow doubt it, but all the same, Piquet's strong finishing record and years of experience will

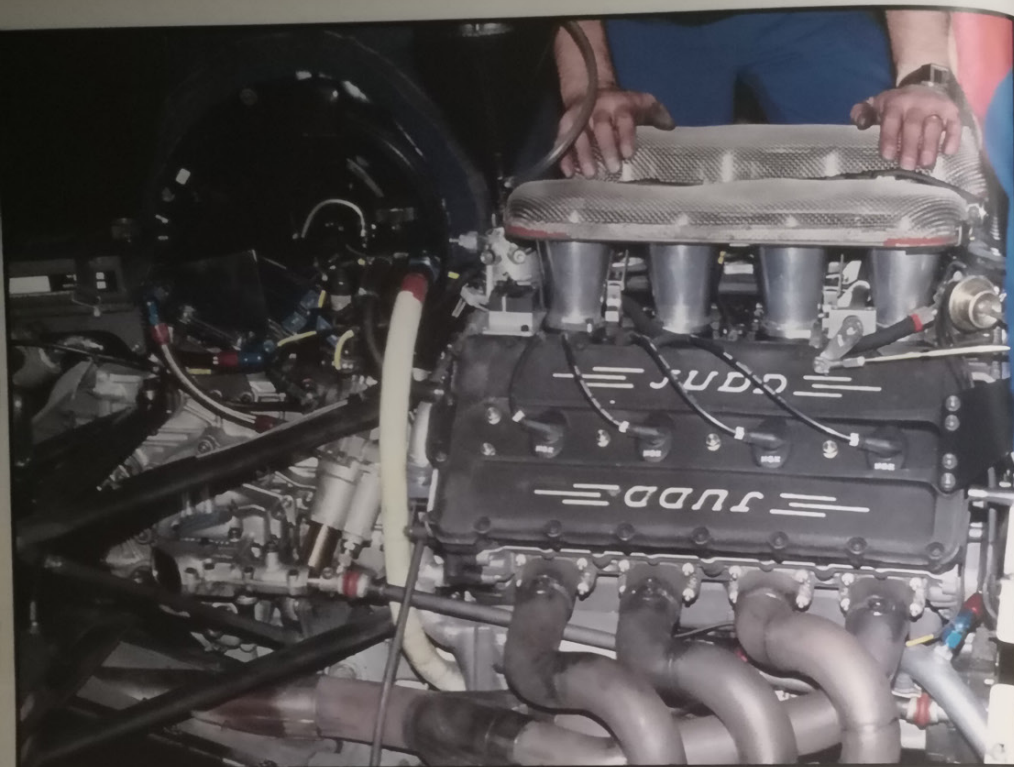


undoubtedly make him a major contender for the title even if he is not the quickest guy out there — just like last year, or in the first race this year where he took a third spot.

The only other serious contenders running turbos this season are the Arrows runners Derek Warwick and Eddie Cheever. They are running an updated version of their 1987 car like Ferrari. They are still using their Mader prepared Megatron ex-BMW 4-cylinder turbo engine which is considerably more reliable and competitive with only 2.5 boost. However, without the mega-dollar budgets of the Honda or Fiat behind them like their main rivals, they can never race for more than the scraps left at their table unless they get lucky. Having said that, the Arrows team have taken a big step forward in effort over the winter. They have been testing hard, taken on new engineers and developed sophisticated on-board telemetry systems. If they continue with the reliability they have shown over the winter and the first race, the team and the two drivers can look forward to their best season ever.

Which is more than can be said for the Zakspeed — turbo team. They are struggling financially and are relying on last year's car which wasn't any good last year. They have Piercarlo Ghinzani as their number one driver when he has yet to prove himself as a quick number two, while their number two driver Bernd Schneider has come straight from





Formula 3 and cannot be expected to do better than the more experienced Christian Danner whom he replaced. The only other turbo team this year is the Osella team with their old ex-Alfa Romeo V8 engines (now called Osella turbos) and their equally old Osella chassis. As the first race showed it's going to be hard for the young Nicola Larini just to qualify for a place on the grid out of the 31 entries for this year's Championship which will be going for the 26 available places.

The Williams and Benetton teams are the two most notable to have switched to normally aspirated power this season. Williams because they lost their Honda contract last year. Benetton because Ford thought it pointless throwing millions more dollars into developing their V6 turbo just to get on equal terms with Honda and, even if they managed to do that, have to throw it all away at the end of the year when turbos are banned from Formula One.

Better to spend the money building a new Ford normally aspirated engine for 1989 and in the meantime developing the trusty 3.5 litre Ford V8 Cosworth DFZ/R engine based on the original DFV 3 litre unit which has won more races than most of the other engines put together. The Cosworth developed Ford DFR engine used exclusively in the Benetton chassis this season can then become an updated customer engine for 1989, while the new and hopefully improved n/a Ford



is sorted out by Benetton.

Williams have chosen the Judd V8 for their latest FW12 chassis and with the 'new look' clean shaven Nigel Mansell behind the wheel, it surprised even Nigel just what a quick combination the new package can be. "I am amazed," said Nigel after setting another front row practice time in Brazil, although he holds no illusions about beating the turbo cars in qualifying and doing the same thing in the race. "You only have to take a look at the straight line speeds to see what we are up against," says Nigel, but even so, he is such a hard racer that he is sure to amaze us all several more times this season — especially on the slower circuits.

If the new Judd and Williams chassis which features active suspension and a neat little transverse gearbox, can be as reliable as it is quick, then Mansell is certainly not as far away from the title in 1988 as he might have expected to be. Mentally, he also seems a lot more





relaxed as the now confirmed number one of the team and with no problems from his team-mate Riccardo Patrese. There is little between the performance of the Williams-Judd and the Benetton-Ford. Thierry Boutsen and Sandro Nannini were right on Mansell's heels in the first race and as both teams develop their chassis and engines, we can expect some exciting races for the first non-turbo place even if the turbos will probably be setting the pace at most places.



There are other non-turbo teams to be reckoned with this season as well as Williams and Benetton. The latest March-Judd, penned by their new talented designer Adrian Newey is an exciting aerodynamic shape with the Judd engine and this year two drivers to double their chances. The talented Ivan Capelli has been joined by the equally talented Mauricio Gugelmin and although the first race was fraught with problems and saw both cars out of the race early on, it did show their strong potential. They should develop into a major threat as the season develops along with their two drivers. Equally impressive in Rio was the new and untested Rial-Ford DFZ being driven by Andrea De Cesaris. Like most good cars this one — designed by the same man who designed most of the current Ferrari, Gustav Brunner, and who worked for the same team belonging to German Gunter Schmid when it was then known as ATS — also went well from the first moment. With still very little miles on the chassis, which was still suffering the usual



teething problem in its first race, De Cesaris was able to match the Ferrari of Alboreto for many laps. The monocoque is very similar to Ferrari's, but the ultra low and compact sidepods — which to everyone's surprise worked fine in the Rio heat — are an interesting step forward aerodynamically while Brunner had still not started working on the all important under-body aerodynamics by the first race.

It would seem that De Cesaris and Schmid now have the perfect opportunity to show the world that they are serious contenders in the cut-throat competition of Grand Prix racing which, until now neither has really demonstrated.

Last year's top non-turbo team, the Tyrrell-Ford team back with non-turbo champ Jonathan Palmer and new team-mate Julian Bailey having his first season of Formula One look like being in for a rough road for a while. The new 017 chassis proved to be less competitive than the old 016 because of a handling problem which is apparently not easily remedied, for the car was almost as bad in testing before the race.



Palmer struggled just to qualify for the first race which not surprisingly Bailey failed to do, so until designer Brian Lisle comes up with an answer to the problem, they cannot expect to be keeping up with Williams' or many of the other non-turbo teams.

Most exotic (and complicated) design of the year award certainly goes to the new Ligier-Judd JS31 being driven by Rene Arnoux and his new team-mate Stefan Johansson. Part of the fuel load is placed in a separate tank between the engine and the gearbox, the engine being a stressed member of the monocoque. This poses several interesting questions, like the problem of weight transfer during the race as the fuel is burned off. The car also features power assisted steering, although Johansson got rid of this for the first race.

Another problem with Michel Tatu's radical new design might well be that of chassis flexing, for in pre-season testing and the first race, both drivers found the car almost undrivable and suffering from a very bad understeer problem.

At a time when the Ligier team needed a reliable, simple and at least moderately competitive car to establish their credibility again after their disastrous 1987 season the Ligier JS31 does not seem to be that. Only time will tell — or Guy Ligier's patience, which is not known to be the best in the business.

Competition for the places at the back end of the grid is going to be as tough as the front with the number of cars competing this season, most of which seem to be from new and not so new Italian teams all running the same Heine Mader built DFZ engines.

With all of them using the same engines you either have to have a better driver or a better chassis than the rest, or both. The new Eurobrun team of Walter Brun and his Italian Euroracing partners, which formerly ran the Alfa Romeos before they quit racing, have Stefano Modena and Oscar Larrauri as drivers. Both new to Formula One and apparently with plenty of talent. The Eurobrun chassis bears a lot of resemblance to the Alfa Romeo chassis of the past, including a high drag factor from its big size.

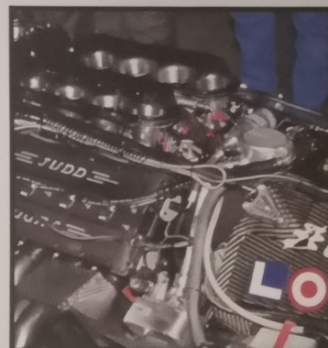
The Coloni team are back for a full season with Gabriel Tarquini and will be another interesting combination to watch. The experience of the Minardi team will no doubt be an advantage over their compatriot rivals, although Minardi have a definite Spanish flavour this year with Adrian Campos being joined by his countryman Luis-Perez Sala, another driver taking part in his first season of Formula One.

Without the financial backing of the Benetton and Williams teams higher up the grid, they can only hope to do half as well by the end of the season. Even so, a new driver gets the chance to show his talent as Sandro Nannini did with Minardi before his Benetton break. The race for the lower places can be as interesting as that for the lead. Not just the drivers, but also the new Formula

One teams and designers get the chance to show their talent. Like the Dallara team which although not ready with its proper Formula One car before Imola, will no doubt hope to make its mark along with driver Alex Caffi who has already showed some interesting potential behind the wheel of the Osella turbo in 1987.

Dallara have not had a very successful time in Formula 3000. Hopefully their Formula One project will be an improvement.

Things can always come along to change predictions. The way the new McLaren-Honda did just before Rio. For the time being, that has to be my prediction for 1988, but I think you can toss a coin which of the two drivers gets the title. Senna or Prost?



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THE BEST OF THE REST...

BY MAURICE HAMILTON

Lotus

Nelson Piquet may have taken the coveted Number 1 to the Camel Lotus-Honda team when he moved from Williams but the World Champion also brought the team a feeling of unease as he engaged in a scurrilous campaign of rumours and unpleasant remarks concerning some of his fellow drivers. Testing with the latest car, the 100T, had been low key and Piquet never looked like being on the McLaren-Honda pace from the moment practice started. Perhaps the most telling aspect of the Brazilian's performance was the fact that his team-mate, Satoru Nakajima, was only 1.2 seconds behind. In 1987, the gap between the Japanese driver and Ayrton Senna was usually between two and five

seconds. Of course, this was Nakajima's second visit to Rio — but had he really improved that much. A typical Piquet race, steady rather than spectacular with two stops to change tyres. Nakajima held on to pinch a championship point as others ran into trouble near the end. Hardly an auspicious start for Lotus — but they came away with five points ...

Benetton

Switched from the Ford turbo V6 to the normally aspirated Ford-Cosworth DFR, but not the DFT with the Yamaha-inspired five-valve head. Ford personnel were saying little but it was felt there was not much difference between this V8 and the Ford-Cosworth DRZ. Boutsen is joined by Nannini to make a very strong driving partnership. Nannini was the faster of the two on Friday but Boutsen was troubled by understeer and, in the afternoon, oversteer. Saturday was Nannini's turn to run into trouble when an engine failed and then the spare car cut out after just one lap. In the race, overheating put Nannini out and caused Boutsen to drop from fourth to seventh place in the closing stages. But, as a consolation, he said the handling had been excellent.

Arrows

Used updated versions of last year's cars and the same forceful driving with the pop-off valves on the Megatron (nee

BMW) engines. Cheever's valve was open continuously during the race, keeping him out of contention. He made two pit stops and ran as high as ninth in the early laps. Warwick made just one stop but was hampered by a lack of boost which he reckoned was costing up to a second per lap. Nonetheless, he ran strongly to take a well-deserved fourth place.

March

Now a two-car team for their second year in Formula One. Mauricio Gugelmin joined Ivan Capelli to drive an impressive car designed by Adrian Newey. Teething problems (mainly the gearbox) throughout practice but the competitiveness of the Judd-powered car immediately apparent. Gugelmin

broke a gearbox input shaft as he took second gear while leaving the line. Capelli switched to the spare car when a water pipe broke on the grid. Stopped when the oil warning light came on after 6 laps but would have been excluded in any case for changing cars beyond the prescribed time.

Rial

A new team, run by Gunther Schmid, formerly the entrant of the ATS team. The very neat blue car the work of Gustav Brunner, who played a major part in the design of last year's Ferrari. De Cesaris worked his way up to sixth place. A missed gear may have contributed towards an engine failure.

...AND THE WORST OF THE REST...

Ligier

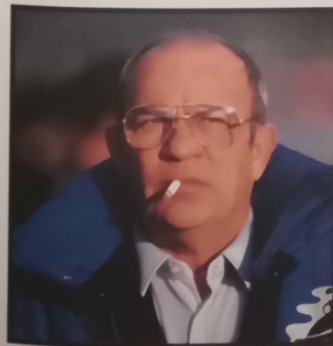
A complex car which did not work — no matter what adjustments were made. And the team changed everything they could think of during the course of the weekend. The move from the well-



drilled McLaren team to the relaxed Gallic ways of the French outfit something of a shock to Johansson although he seemed to join in the spirit of things by nipping off to relieve himself just before the cars left the grid! He had to catch up and start from the back. Not that it made much difference. After stopping to have the fire extinguisher mounting tightened, he persevered to finish ninth. And last, Rene Arnoux's clutch exploded as he held 15th place on lap 22.

Tyrrell

A weekend the British team would rather forget. And, it seemed, a car they would rather forget. A fundamental fault in the new car meant it simply

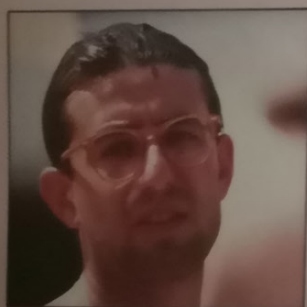


World News

The Brazilians have renamed their Grand Prix circuit the Nelson Piquet Autodrome

FRANKSTER CAPELLI

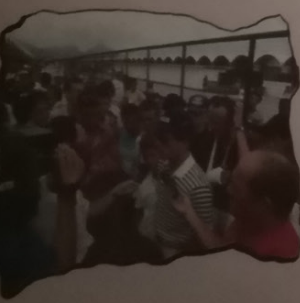
Ivan Capelli arrived at the circuit Friday morning with his heavily bandaged arm hanging in a sling. The distraught March team soon received a visit from Stefan Johansson who asked if it was true that Capelli was out for six months, and could he please have Capelli's ride. Fortunately for the March team, they were merely victims of an April Fools joke by prankster Capelli.



MANSSELL'S MO!
Who was that unmasked man? It was Nigel Mansell who had shaved off the moustache that he has worn for 17 years. The best story going around the paddock was that Mansell had asked his team for more speed. "It would help if you weighed less," the Williams engineers said. Mansell shaved the moustache off and said, "I've done my part, now you do yours." Mansell now looks much younger than his 33 years.

FORMULA ONE FILM

Former Renault team manager Jean Sage has signed a contract with Paramount Studios. They in turn have signed a contract with FOCA to make a Formula One film. Sage was in Brazil with nothing to do because the writers strike had put the project in limbo.



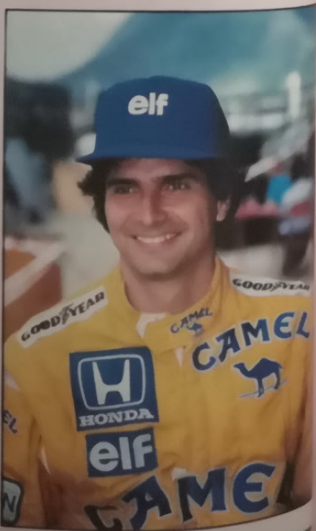
NELSON PIQUET AUTODROME

The Brazilians have renamed their Grand Prix circuit the Nelson Piquet Autodrome. (With five wins in seven years on the same circuit, perhaps it should be named after Alain Prost.) Brazil has also issued a postage stamp in honour of the three-time world champion — Piquet.

Piquet made the headlines for other reasons as well when he told a Brazilian reporter that Ayrton Senna didn't like girls. The press quickly blew up the story and had Piquet saying that Senna was a homosexual. Senna sued Piquet for libel. Piquet's lawyers then issued a statement saying that to say a man does not like women doesn't mean anything more, just saying that a man who drinks does not mean that he is an alcoholic etc. The case never went any further. Senna no doubt got some satisfaction in his continuing grudge match with his fellow countryman by winning pole position on the Nelson Piquet Autodrome.

THE MAD KISSER

The Mad Kisser has added two-time world champion Alain Prost to his list of trophies which include Frank Sinatra and the Pope. He had been on the grid before the start (underneath a pile of Arrows mechanics) before being removed by marshals. Seconds before the start he somehow got loose and rushed onto the track to plant a slobbering kiss on Prost's helmet visor. Prost didn't mind that, but he said that the spit on his visor obscured his vision. Marshals roughly removed The Mad Kisser off the track seconds before the green light came on.



TURBO TO WIN CHAMPIONSHIP

With only 2 non-turbo cars finishing in Brazil, round one definitely went to the turbos. What about the rest of the year? "I think that on some circuits the normally aspirated cars are going to be very competitive," Alain Prost said. "But I think that a turbo car will win the championship."



FUEL CONSUMPTION

After the race Alain Prost's McLaren had barely 100 cc of fuel left in the tank. That's cutting it very close. The Honda's fuel consumption is carefully monitored by computers in the cockpit and in the pits, and during the race the McLaren team gave Prost instructions on what mixture settings to run.

What if Ayrton Senna had not been disqualified? By starting from the pits he had two laps more fuel in his McLaren compared to the rest of the cars who had made two pace laps. Surely he would have been protested. Will we see the day when a driver purposely starts from the pits to save a pace lap of fuel?

One of the main reasons that the turbo cars can go the entire race distance on 150 litres of fuel is because of the type of fuel they run. A cautious sniff in one of the fuel barrels at one of the turbo team's pits revealed that the fuel smelled like paint thinner not the gasoline you buy for your car. When Williams ran the Honda turbo last year, they were said to be using a fuel consisting largely of Toluene, which is an ingredient found in paint thinners. It contains more carbons and more heat energy than regular racing fuel, and while this doesn't help create more power, it does allow you to run a leaner fuel/air mixture. Thus the turbo cars are able to run further on a litre of 'heavy fuel' than they could on racing fuel.



NO BRABHAM

For the first time since 1962 no Brabham car was on the Grand Prix grid. "In principal we have retired from racing for one year," team owner Bernie Ecclestone said. "We stopped after two disastrous years of the BMW engine. We are at the moment constructing a car for Alfa Romeo for the new world production car series. We've kept nearly all our people."

Asked how many people work at Brabham, Ecclestone quipped, "About 50 percent of them." The Brabham work force consists of about 70 people.



POP-OFF VALVE

The Honda motors had problems with the new 2.5 bar pop-off valves during testing. Between gear shifts the engine would rev higher and create excess boost which would be bled off by the valve. The valve stays open for more than a second, and it would 'dump' over a hundred horsepower. So Honda fitted their own pop-off valve (before the regulation pop-off valve) which opens for a split second and prevents the sudden drop of power.

TAMBAY

Former Can-Am champion and Formula One driver Patrick Tambay was in Brazil during the commentary for French television. One journalist told him that it would be nice to see him back in a Formula One car. "I've had my fun," Tambay said. "Let the young guys have theirs."



GOODYEAR TYRES

Goodyear brought 1,800 tyres to Brazil. Like last year, each team is limited to 10 sets of dry tyres per driver each weekend. Goodyear will only supply one compound for each track. Because of the heat and abrasive track in Brazil, each driver was allotted 12 sets of tyres. Temperatures reached 38 C on Friday. "This place is always so hot," Eddie Cheever said. "You have problems in Rio that you have nowhere else."

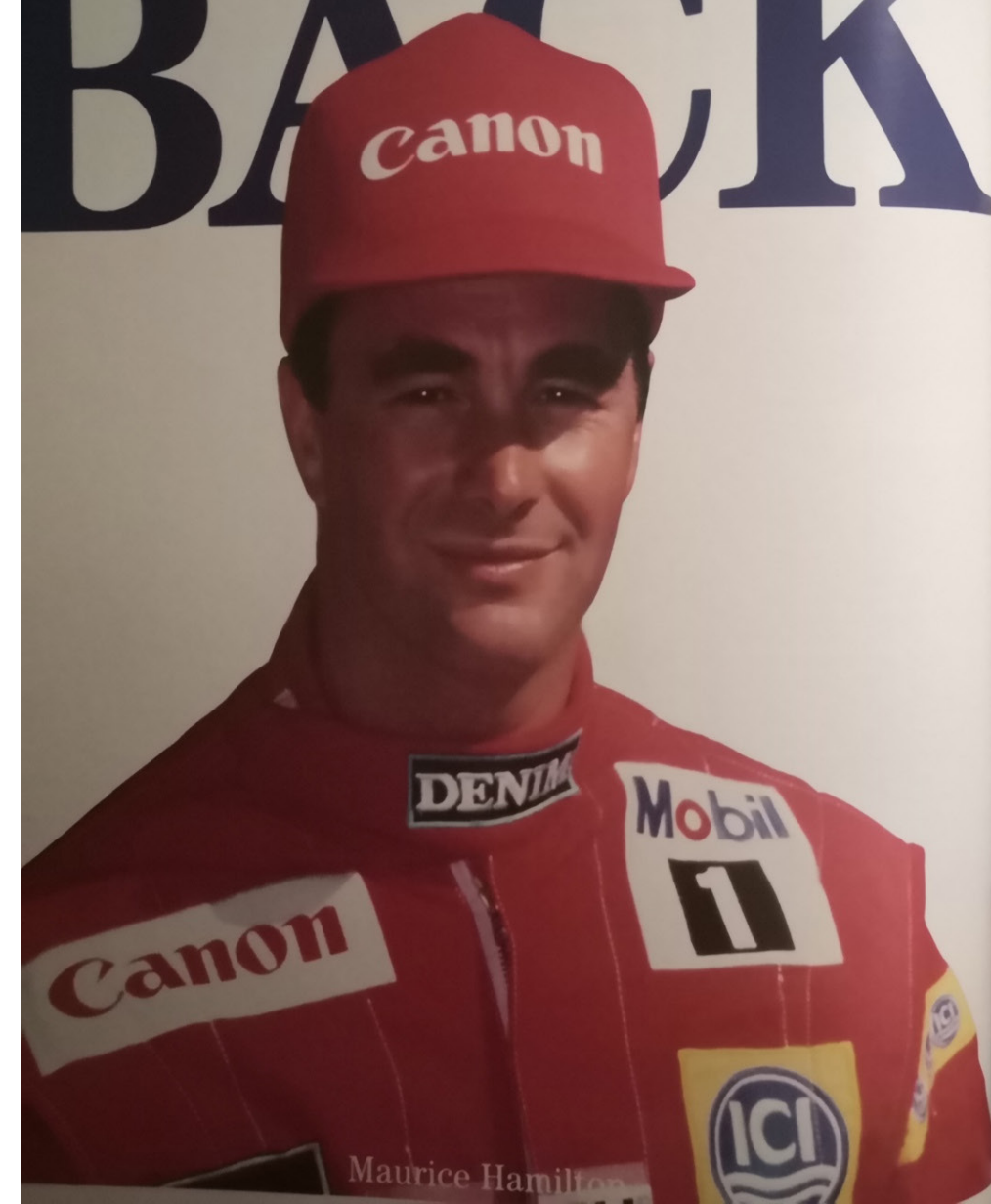
The March cars had to run without their rear bodywork, the team preferring to sacrifice some downforce and speed in exchange for cooler engine temperatures. Luckily it was much cooler — about 32 C on Saturday and Sunday.

KILOS, KILOS, KILOS

All the drivers weighed in before practice began. During qualifying cars are weighed at random, and the driver's weight is subtracted from this. Heaviest were Nigel Mansell (even without his moustache) and Gabriele Tarquini at 81 kilos each. At the other end of the scale was that designer's weight saving dream: Satoru Nakajima — at 60 kilos.



MANSELL'S BACK



At the beginning of the year, Nigel Mansell opened the International Boat Show at Earl's Court in London. It was a high-profile example of Mansell's celebrity status in Great Britain and, indirectly, it was a boost for motor racing, the sport which has introduced Mansell to the world of helicopters and executive jets.

Ten years ago, Nigel was living in rented accommodation. The transformation to the life of a tax exile on the Isle of Man has been due entirely to his exploits at the wheel of a racing car. Nigel Mansell has yet to win the World Championship but it is the manner of his narrow failure for two years in succession which has captured the imagination of the public. They voted him "BBC Television Sports Personality of the Year" in 1986. The Guild of Motoring Writers in Great Britain made him their "Driver of the Year". The readers of "Autosport" judged him to be the "International Driver of the Year" in 1987. He won the "Cellnet Driver of the Year" award. He is a regular participant in televised quiz games. He is public property. All thanks to motor racing.

When Nigel turned down an invitation to open the Racing Car Show at Olympia, initial feelings of disappointment hardened when it was discovered he was officiating at the Boat Show — a few miles down the road. It was suggested that the rumoured fee of a power boat could have had a bearing on what amounted to a snub to motor sport. Certainly, Nigel had his price — and



"Mansell's behaviour placed a question mark over his personality"

rightly so in the all-too brief period of popularity enjoyed by a successful racing driver. But the question of priorities is one which has occurred more than once during a career noted for its turbulence as well as its success.

In February, for example, Mansell took exception to a profile which appeared in a British motoring magazine. He

demanding an apology. The feature was indeed over the top in parts but the irony was that Nigel's complaints merely backed up the portrayed image of a whinger and a moaner.

Nigel is quite entitled to take this course of action, just as he is at liberty to quote high fees for public appearances. But, making a fuss over a slightly tongue-in-

"Nigel Mansell has yet to win the World Championship but it is the

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cheek feature in a magazine, which is not considered to be at the forefront of motor sport reporting in any case, seemed out of keeping for a man who is intent on winning the world championship. Surely, you might think, it would be better to take a leaf out of Alain Prost's book and reduce everything to its simplest form: eliminate the aggravation rather than induce it. Throw the magazine in the trash can if you feel that strongly.

It was a similar story in Mexico last year. The results of the Grand Prix, stopped and restarted because of an accident, were decided on the aggregate of the two parts. Mansell led the majority of the first part with such ease that victory was assured, provided he finished no more than 45 seconds behind his Williams team-mate, Nelson Piquet, after the restart.

It was an excellent win, one which bolstered Mansell's championship chances at a crucial time. Was he happy? Yes ... and no. When interviewed on television, Mansell chose to criticise



In the cockpit of the new Williams FW 12

Mansell relaxes during practice at Rio with his wife Rosanne

Piquet's driving. His complaints may have had some substance but, with two races to run in the championship, this was a strange time to openly seek confrontation.

It showed a curious lack of self-assurance in a man who, on the face of it, is brimming with confidence. Indeed, it is the unshakable belief in his own ability which has carried Nigel through setbacks and criticisms which would have dampened the enthusiasm of a lesser man. The only drawback is that such a single-minded view of your skills tends to blank off the need to admit mistakes. Some would argue that such a flaw is a minor one. Others will point out that it has no place in the personal chemistry of a World Champion.

But what about the facts? Thirteen Grands Prix wins, 12 pole positions, 15 consecutive starts from the front row (at the beginning of the season) speak of a driver who has written his name in the history books when, only four years ago, the majority of the Grand Prix insiders had written him off.

Through good times and bad, Nigel has received unswerving support from his wife Rosanne and from Peter Windsor, one of the few journalists who, at an early stage, saw in Mansell the race winning ability which seems so obvious today. Windsor, in his capacity as Sports Editor of "Autocar", not only promoted Mansell's promise with incisive reporting but he backed up his written eloquence with effort.

The 'new look' Mansell poses for photographers at Rio — 1988

The crash in Japan put Mansell out of the 1987 championship



It was Windsor, among others, who brought Mansell to the attention of late Colin Chapman in 1980. The trial which followed led eventually to a Grand Prix drive with Lotus and the beginning of a long struggle, lasting for more than 70 races, to stand on top of the victor's rostrum.

That was on an emotional day at Brands Hatch in the Autumn of 1985. Mansell had finally defeated the "nearly-man" bogey and he had done it in a Williams. The team from Didcot had given Mansell support in a manner which, rightly or wrongly, had not been forthcoming at Lotus. But that was in the past. Now Mansell was a winner and this time, coupled with the performance of the superb Williams-Honda, gave him a great deal of self-assurance in the cockpit. Last year it reached almost epidemic proportions.

Drivers would agree he was fast, incredibly fast. They'd say the car was very good indeed, adding that Nigel used it to the full and there weren't many around who could drive the FW18B



quickly as that. They'd say he was fair in a scrap. But as for the occasional risks he was prepared to take... eyeballs would roll and conversation would tail away. And yet the shunts were few and far between. Nigel was on the crest of a wave, the wins and front row starting positions were accumulating rapidly. He failed by the narrowest margin to win the championship in 1986. He became a hero, almost because rather than in spite of the spectacular exit from the Australian Grand Prix. He was favourite to win last year.

Nigel says that the loose wheel nut in Hungary cost him the title in 1987. It probably did, just as surely as the engine-related problems accounted for the failure to take certain victories in Germany and Monaco; just as surely as the driving error which ended his season in Japan; just as surely as the celebrated clash with Ayrton Senna accounted for what should have been an easy win in Belgium.

The incident with the Lotus driver can be attributed to a motor racing accident where blame cannot be apportioned on way or the other. But the scenes in the pits, as Mansell exercised a novel interview technique, were cause for concern. Accusations that Nigel had been driving for 17 laps with revenge on his mind were fantasy. He was too busy dealing with a recalcitrant car for that. But the release of his seat belts popped a safety valve which exploded with alarming intensity. It was difficult to

imagine Prost, Stewart or Lauda acting like that. On the other hand, James Hunt, World Champion a decade before, had a tendency to leap from the cockpit like a giant main-spring if the action on the track had ended prematurely and his adrenalin was still running at maximum boost. Nonetheless, Mansell's behaviour placed a question mark over his personality. Did he really possess what it took to become World Champion?

A former champion, watching from the sidelines, reckoned Mansell's violent display had diminished his potential earnings by US\$3 million. Not that you would know it. These days, Nigel Mansell is a high dollar earner. He handles his own affairs rather than relying on a smooth-talking agency. You would think that would keep communications flowing. Not so. There have been muttered complaints among members of the media about the barrier which has been built, partly through the pressure brought about by his celebrity status, around one of Britain's best-known



"You are no longer just the property of your family"

sportsmen. Only Mansell can judge his success.

When available for interview, Nigel is lucid, forthright and entertaining. There is always a fund of 'off-the-record' stories to fill in the background details and strengthen the writer's understanding of a racing driver's world, but getting to Nigel has been a recurring problem for many in recent years. You have to wonder at the advice he is receiving — and the fact that he appears to be accepting it.

"That's it," said a television interviewer outside the Williams motorhome. "I've just heard someone tell Nigel 'You're the big story round here. That lot can wait. Well, big story or not, I've got a deadline and that's it. Stuff the lot of them... And off he went, very unimpressed. You'll hear that complaint outside the motorhomes although, one suspects, not with such frequency or such vehemence. The are two sides to every story, of course. Every minute of Mansell's day at the race track is filled. And Nigel was one of the few drivers to take time off to sign autographs during the all-too-brief periods when the public were allowed to get close to the drivers at Silverstone. But the mounting animosity with the media was sad to see.

Mansell's advisors say you can't speak to other sports stars at the drop of a hat. That may be true in certain cases and they are the losers. Cliff Morgan, the former international rugby player and Head of Outside Broadcasts for BBC Television, once told an interviewer: "Once you have been privileged, you have a certain debt. You are no longer just the property of your family but the property of everyone who has ever heard or watched you. There is no getting away from that."

Perhaps Nigel will put something back into the sport when he retires. Morgan calls it "the responsibility fee". But at the moment, Mansell is earning money from motor sport at a rate which matches the risks associated with his job. At a charity function in Scotland last winter he paid 3,000 for a jeroabom

Every minute of Mansell's day

at the race track is filled

champagne signed by all the drivers taking part in the 1987 British Grand Prix. Nigel, of course, won that race in incredible style but, even so, his flamboyant spree made the going rate for nostalgia about £125 per glass.

Nigel doesn't drink, so the bubbly will be laid down as an investment for his three children. Mansell, a devoted father, has compounded the image of the family man by joining the reserve police force on the Isle of Man. It's the sort of job where, time permitting, Nigel can do his bit for a community which, by all accounts, has provided a welcome over and above the obvious benefits of tax concessions. Mansell has been in the thick of the domestic problems which are part and parcel of life in any neighbourhood and, you have to say, he is perfectly suited to the job; clam, understanding — and big enough to take care of himself should matters get out of hand.

Certainly, the Isle of Man was the perfect place in which to recuperate from the injuries which put him out of the championship last year. It was during practice for the Japanese Grand Prix that a slight misjudgement developed into a crash severe enough to have Mansell invalidated out of the season. The fight back to fitness included a four-day spell on a health farm in Austria — running, riding and swimming while living on a carefully controlled diet — and this period of recovery gave Nigel time to assess his priorities and prepare for the new season. There was also time for public appearances.

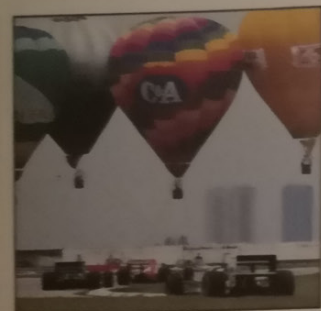
On a TV quiz show, someone commented that Nigel had to win because it had cost a great deal to bring him from the Isle of Man. There was the sneaking feeling that the speaker wasn't joking. The irony is that Mansell had correctly identified Stirling Moss when given the clue "this man has been runner-up four times but never won a World title".

The key question is, will they say the same thing about Nigel Mansell in ten years' time? More important, will anyone care?



BRAZILIAN

GRAND PRIX



Senna rolled onto the starting grid, tried to engage first gear — and found the lever flopping uselessly in its mounting.



The Marlboro McLaren mechanics finally pulled down the shutters at 5.30 am on race morning. There was barely time to return to their hotel, shower, change into fresh red and white uniforms and drive back to the track in readiness for the pre-race warm-up at 8.30 am. Sleep was out of the question. And so, it seemed, was a Grand Prix win for a new car which had finally touched the factory floor less than two weeks before. Even given the team's reputation for meticulous preparation; even considering Ayrton Senna's pole position; something had to go wrong. And it did.

Senna rolled onto the starting grid, tried to engage first gear — and found the lever flopping uselessly in its mounting. A simple connection in the linkage had come undone. What chance, then, for Alain Prost, third fastest in practice but still carrying out fundamental adjustments to the seat, steering wheel and pedal positions on race morning? Well, for a start, he had won the race four times in the past. He knew exactly how to pace himself, his car and his tyres in the sultry conditions. But he knew very little about the potential — the race potential — of his car. Or, the opposition, come to that.

The rules had been changed and no one could accurately predict their effect. Would the turbos continue to rule in this, the final year of their existence in Formula One? Would the normally aspirated cars, with an unlimited fuel capacity and a 40 kilogram weight advantage, have the upper hand as the turbos made do with 150 litres and the muzzling effect of a turbo boost cut from 4 bar to 2.5 bar? No-one knew for sure. But they did know it had been quite some time since they had witnessed Alain Prost spinning. The Frenchman had run his new car against the guardrail on Friday morning, a sign of his unfamiliarity with the new package. There was, for example, the rule which now called for the driver's feet to be placed behind the front axle line of the



car. This shifted the weight distribution, not to mention the actual driving position. And there was the Honda turbo instead of the TAG Porsche with which McLaren had carried off three world championships in four years. All these were new and required a revised approach by the drivers — particularly Prost, since Senna had learnt much about the Honda during his time with Lotus.

Senna seemed to be putting that knowledge, and the hype generated by the home crowd, to good use when he set the fastest time in both qualifying sessions. And there was the added incentive of doing it on a race track renamed the 'Nelson Piquet Autodrome' in deference to the Brazilian's third world title.

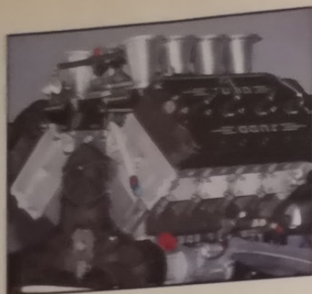


Rivalry between these two drivers had always been particularly intense but it took a dispicable turn for the worse when Piquet began to make unsavoury remarks in the press about Senna's private life. Senna showed his customary dignity by ignoring Piquet's peculiar sense of moral conduct and it was clear that Ayrton wanted to answer Nelson in the best way possible — by humiliating him on the race track: Piquet's racetrack. Nigel Mansell had also been the butt of Piquet's unseemly behaviour and, given the cool relationship between the two when Piquet was at Williams, there was a score to settle here as well. And Mansell kicked off by taking a place on the front row alongside Senna.

It was, you might say, Mansell's customary position since he had started from the front row 15 times in succession before retiring hurt from the 1987 season. But this was a surprise, even to Mansell. The Englishman, looking more boyish than before after shaving off his moustache, no longer had the power of the Honda turbo behind his shoulders. The switch to the normally aspirated Judd V8 was not expected to produce front of the grid performances since power, the strong suit of the turbos, would dominate practice. But that did not take into account Mansell's remarkable determination and he fairly hustled the Canon Williams around the flat autodrome on Saturday afternoon. It is likely to remain one of the outstanding practice laps of 1988. But practice at this place was one thing; the race, in the heat and continual high revs which are part of the Rio autodrome, would be quite another. Still, at least Mansell would start ahead of Prost, Piquet's Camel Lotus-Honda and the Ferraris of Gerhard Berger and Michele Alboreto.

Ferrari had dominated the test sessions in Rio but a conservative approach to programming the engine management system for race weekend caused the V6 turbo to run at a low level of boost (2.35 bar to be precise!). They couldn't get

near the times set during testing although temperatures nudging 104 degrees Fahrenheit on Friday partially accounted for that. Temperature readings would dominate the early part of the race. Senna was aware that Mansell and Williams were concerned about the Judd overheating and it can be no coincidence that Ayrton chose to lead the final parade lap at what seemed like a walking pace. By the time they had completed the 3.126 miles, Mansell's water temperature was 30 degrees higher than normal. And now he



had to sit and wait while the remaining 24 cars formed behind the Williams, a process which can take up to 30 seconds. It was 30 seconds too long for Mansell's liking and, rather than risk the engine blowing up, he decided to set off and force air through the radiator. It was a move which should have meant re-starting at the back of the grid. But Mansell was to be saved that inconvenience since Senna had suddenly discovered his broken gear-linkage and was waving his arms in warning. And, just to add to the confusion, Riccardo Patrese's Williams-Judd was pumping water onto the grid, and the Leyton House March of Ivan Capelli was issuing steam thanks to a split water pipe. The officials decided to delay the start. Senna sprinted to the end of the pit lane and prepared to climb into the spare McLaren, Capelli doing likewise in the March. Mansell, meanwhile, had returned and claimed what was now pole position. And this time, he led the cars round at a more brisk pace to take the green light. The 1988 season had started in earnest and, already, we had more than our fair share of drama. Senna's absence gave Prost a clean run down the inside to the first corner and the Frenchman took a lead which he was never to lose. His race was as simple as that. Senna had rather more on his plate as he charged out of the pit lane once the field had departed and, by the end of the first lap, he had overhauled three of the slow and uncompetitive back-markers. By lap seven he was half-way through the field and some 25 seconds behind Prost.



The leading McLaren had eased out a gap of 12 seconds over Berger's Ferrari who, in turn, was being pushed hard by Mansell. But, already, Mansell knew the cause would be hopeless since the water temperature would rise by 10 degrees the instant he fell into the Ferrari's slipstream. Mansell persevered until the pit stop and, as he tried to leave the pit, the engine stalled. A combination of overheating and an electrical fault meant that it would not re-start. Mansell was out.

That was on lap 18. Ferrari and Lotus were making scheduled pit stops around the same time, and it was clear they intended to change tyres one minute before the race was over. It remained to be seen what Prost had in mind, although, knowing his past form in these tricky conditions, we should have guessed. In 1987, for instance, he made two pit stops to the three favourites by everyone else.

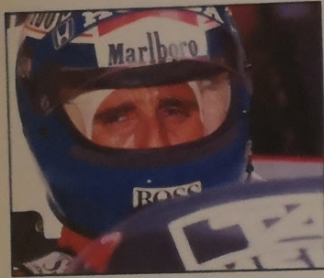
Another eight laps went by and, when Prost finally came in, it was clear he intended to make this his only visit to the pits. Senna, now up to second place, probably had the same plan when he stopped on the next lap but the race officials had other, rather belated, ideas. After allowing Senna to bust a gut for 10 laps at an average of 120 mph, they decided that, since the start had been delayed rather than abandoned, he had

changed cars beyond the permitted period and that he should no longer take any part in this race. He was subsequently black-flagged, the Brazilian pulling into the pits and vacating the McLaren with understandable frustration.

All of this allowed Berger and Piquet to move into second and third places while Alboreto and the Benetton-Ford's Thierry Boutsen disputing fourth. The latter pair were in trouble, Alboreto with his low-boost engine and Boutsen with his high-temperature example, both drivers eventually slipping into the clutches of Derek Warwick as the Englishman, having stopped just once, drove a hard-charging race into three championship points with the USF&V Arrows-Megatron.



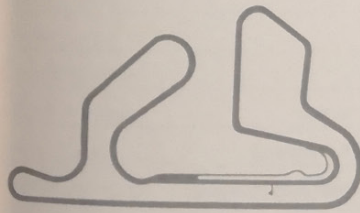
With eight laps to go, Berger gave one last push and the gap came down from 13 to 10 seconds. At that rate of going, he could catch Prost and the thought occurred that the McLaren-Honda was in fuel consumption trouble. Again, we should have known better. With five minutes to go, Prost reeled off three quick laps, one of them his fastest of the afternoon, almost as a scornful rebuke to Berger for being so cheeky. Prost took the chequered flag for the 29th time. The McLaren mechanics' fatigue was washed away by the emotion of victory. Elsewhere rivals, with hollow eyes and heavy limbs, packed up in the oppressive heat of the late afternoon. One mechanic muttered that you need to get up very early in the morning to beat McLaren. Not quite. It's more difficult than that when the McLaren team don't go to bed at all. ■



1988 BRAZILIAN FORMULA ONE GRAND PRIX

LENGTH

5.031 km
3.126 miles



OFFICIAL STARTING GRID

N MANSELL (1m 28.632s) Williams-Judd FW12	(1)	12	A SENNA (1m 28.096s) * McLaren-Honda MP4/4
G BERGER (1m 29.026s) Ferrari F1/87/88C	(2)	11	A PROST (1m 28.782s) McLaren-Honda MP4/4
M ALBORETO (1m 30.114s) Ferrari F1/87.88C	(3)	1	N PIQUET (1m 30.087s) Lotus-Honda 100T
R PATRESE (1m 30.439s) Williams-Judd FW12	(4)	20	T BOUTSEN (1m 30.140s) Benetton-Ford B188
S NAKAJIMA (1m 31.280s) Lotus-Honda 100T	(5)	16	I CAPELLI (1m 30.929s) * March-Judd 881
A NANNINI (1m 31.772s) Benetton-Ford B188	(6)	17	D WARWICK (1m 31.723s) Arrows-Megatron A10B
A DE CESARIS (1m 32.275s) Rial-Ford ARC1	(7)	15	M GUGELMIN (1m 31.833s) March-Judd 881
P ALLIOT (1m 32.933s) Lola-Ford LC88	(8)	18	E CHEEVER (1m 32.843s) Arrows-Megatron A10B
R ARNOUX (1m 34.474s) Ligier-Judd JS31	(9)	29	Y DALMAS (1m 33.408s) Lola-Ford LC88
L SALA (1m 34.532s) Minardi-Ford M188	(10)	14	P STRIEFF (1m 34.481s) AGS-Ford JH23
J PALMER (1m 34.686s) Tyrrell-Ford 017	(11)	26	S JOHANSSON (1m 34.579s) Ligier-Judd JS31
S MODENA (1m 34.910s) Euro Brun-Ford ER188	(12)	23	A CAMPOS (1m 34.886s) Minardi-Ford M188
O LARRAURI (1m 35.711s) ** Euro Brun-Ford ER188	(13)	31	G TARQUINI (1m 35.407s) Coloni-Ford CF 188
		32	

*Started from pit lane
**Did not complete parade lap.



RACE CLASSIFICATION AND RETIREMENTS AFTER 50 LAPS

Pos	Driver	Nat	Car	Laps	Time/Retirement	Speed (mph/km/h)
1	Alain Prost	Fra	McLaren-Honda	60	1h 36m 06.857s	(117.089/188.430)
2	Gerhard Berger	Aut	Ferrari	60	1h 36m 16.730s	(116.889/188.116)
3	Nelson Piquet	Bra	Lotus-Honda	60	1h 37m 15.438s	(115.714/186.224)
4	Derek Warwick	GB	Arrows-Megatron	60	1h 37m 20.205s	(115.619/186.072)
5	Michele Alboreto	Ita	Ferrari	60	1h 37m 21.413s	(115.595/186.000)
6	Satoru Nakajima	Jpn	Lotus-Honda	59		
7	Thierry Boutsen	Bel	Benetton-Ford	59		
8	Eddie Cheever	USA	Arrows-Megatron	59		
9	Stefan Johansson	Swe	Ligier-Judd	57		
	Andrea De Cesaris	Ita	Rial-Ford	53	Engine	
	Jonathan Palmer	GB	Tyrrell-Ford	47	Transmission	
	Luis Sala	Spa	Minardi-Ford	46	Rear wing mounting	
	Philippe Alliot	Fra	Lola-Ford	40	Broken suspension/spun off	
	Gabriele Tarquini	Ita	Coloni-Ford	35	Rear upright bearing	
	Philippe Streiff	Fra	AGS-Ford	35	Spun off	
	Yannick Dalmas	Fra	Lola-Ford	32	Engine cut out	
	Ayrton Senna	Bra	McLaren-Honda	31	Disqualified	
	Rene Arnoux	Fra	Ligier-Judd	23	Clutch	
	Stefano Modena	Ita	Euro Brun-Ford	20	Fuel pump/engine	
	Nigel Mansell	GB	Williams-Judd	18	Engine overheating/electrics	
	Alessandro Nannini	Ita	Benetton-Ford	7	Engine overheating	
	Riccardo Patrese	Ita	Williams-Judd	6	Engine overheating	
	Ivan Capelli	Ita	March-Judd	6	Engine	
	Adrian Campos	Spa	Minardi-Ford	5	Rear wing mounting	
	Mauricio Gugelmin	Bra	March-Judd	0	Transmission	
	Oscar Larrauri	Arg	Euro Brun-Ford	0	Electrics	



FASTEST LAPS

Driver	Time	Lap
Gerhard Berger	1m 32.943s	45
Michele Alboreto	1m 33.193s	39
Alain Prost	1m 33.540s	57
Nelson Piquet	1m 33.597s	44
Satoru Nakajima	1m 33.903s	47
Andrea De Cesaris	1m 33.440s	44
Thierry Boutsen	1m 34.457s	31
Eddie Cheever	1m 34.632s	46
Ayrton Senna	1m 34.657s	13
Yannick Dalmas	1m 35.003s	32
Derek Warwick	1m 35.020s	44
Nigel Mansell	1m 35.346s	10
Stefan Johansson	1m 36.429s	44
Philippe Streiffe	1m 36.451s	34
Philippe Alliot	1m 36.613s	31
Alessandro Nannini	1m 36.616s	3
Jonathan Palmer	1m 36.758s	38
Luis Sala	1m 36.929s	43
Riccardo Patrese	1m 37.003s	3
Ivan Capelli	1m 37.024s	6
Gabriele Tarquini	1m 37.112s	34
Stefano Modena	1m 38.401s	15
Rene Arnoux	1m 38.556s	21
Adrian Campos	1m 41.641s	3

Fastest lap: Berger on lap 45, 1m 32.943s, 121.085 mph/194.868km/h — (record)

DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	9
2	Gerhard Berger	6
3	Nelson Piquet	4
4	Derek Warwick	3
5	Michele Alboreto	2
6	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren-Honda	9
2	Ferrari	8
3	Lotus-Honda	5
4	Arrows-Megatron	3

PALMER

During the past few years I have written various columns for several motoring magazines but I must admit it was a bit of a surprise to be asked to do one for a publisher who is based on the other side of the world! Anyway I am delighted; you know as a globe-trotting Grand Prix driver there are some countries that one has warm feelings about and others I have never returned to without necessity and Australia is definitely one of the former.

It's interesting trying to analyse why this is so. Undoubtedly the fact that both my closest school friend and then my first long-standing girlfriend were Australian endeared me to the place. Since those days I have made many more good friends in Australia, enjoyed the watersports of the Barrier Reef, the restaurants of Melbourne and appreciated the lovely clean air wherever I've been! But of course, as with most racing drivers, the most influential reason for my Australian enthusiasm is that Adelaide provided me with my best ever Grand Prix result last year.

To recap back to that pleasant November day, I knew I was going to enjoy this race. Having secured the normally aspirated Championship to win the Jim Clark Cup in Suzuka, the pressure was off me now although I was determined to underline my Championship victory with another class win. Qualifying didn't go too well for me; a broken throttle mechanism after 20 minutes meant I had to take over the spare car — which had yet to be set up for the circuit.

I was hoping for a good start in the race but it's impossible to count on this. As the lights go green obviously you make the best initial getaway you can — then comes the tricky bit. As you accelerate through the gears all hell breaks loose as the cars ahead dart right and left in their efforts to find a clear piece of road. Far from flat out acceleration you are lifting off, accelerating and even dabbing the brakes, all the time watching for the telltale signs of a shunt developing; clouds of dust, tyre smoke or the odd



errant wheel airborne! There is no doubt that the start is the most hazardous part of a Grand Prix but it still provides the best opportunity to overtake. Now at Adelaide I made one of my best ever starts, moving up about half a dozen places. Running in about 13th place my race had its first hiccup on the third lap. Derek Warwick had a big moment in his Arrows and went off the track briefly. As I nipped through the gap Derek veered back on the track with such force that he hit my left rear wheel. I slipped by but knew instantly something was wrong — the steering wheel now had to be thirty degrees to the left to keep straight ahead and the car was oversteering on right-handers and understeering on left-handers. To add to my misery on the next lap the front tyres suddenly deflated when a valve failed.



As I paused in the pits to have a new set of tyres fitted, I felt momentarily numbed by the disappointment of now being last on lap four after things had looked so promising at the end of lap one. However, I think in some ways that my driving is at its best when I'm fighting back after an early problem; perhaps it's because I know I've got nothing to lose. Once back on the track it was clear that the handling defects had not been cured by the tyre change so I just got on with the job of making the best of it, driving as hard as I possibly could.

I got by the AGC and then caught, more significantly, the two Lolas of Dalmás and Alliot. Getting by them was not easy but I finally managed it and with 20 laps to go I was able to close on Capelli who was leading the class. Sadly I didn't have the pleasure of actually overtaking him for he spun off — under pressure of course! — leaving me in the class leading position which of course ultimately ended up, as many of you may remember, as 4th place and my best Grand Prix result of the year. I was really delighted to end the season on such a note.

So what do we Formula One drivers do when the season is over? Well, we can't relax until we know what the situation is for the following season and it was two weeks after Adelaide before Tyrrell asked me to continue with the team for 1988. Of course I was very pleased to do so, being sure that we would be able to be a potentially race winning situation this year. My new car was some way off being finished and so I had a very enjoyable winter relaxing before testing began.

I was pleased to be asked to participate in the BBC's Question of Sport programme — sadly, I don't suppose you are able to see this in Australia so suffice to say that I managed not to disgrace myself and I was on the winning team. My helicopter, resplendent in the striking blue and yellow Camel livery, was kept busy during the winter despite our unpredictable weather. In early February I flew down to the Welsh Borders to a magnificent Victorian folly

of a castle, Eastnor Castle, the hilly forested grounds of which were being used for off-road driver training in Land Rovers as part of the Camel Trophy Selection. The

Castle was just like something out of Grimm's Fairy Tales; an enormous grey stone building overlooking a lake. Its only occupant is a retired Major who

lives in the 10 percent of the Castle that is actually heated. Duncan Lee from Camel and I spent the night. We stayed there piling logs on to our fires to keep warm as the snow fell outside — definitely not a place for anyone who is afraid of ghosts!

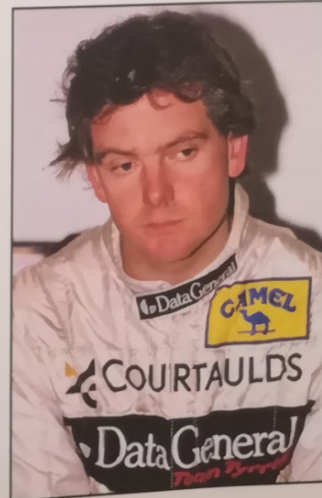
A couple of weeks later I flew the helicopter up to Scotland to the famous Gleneagles Hotel which is where the Mechanics Grand Prix Challenge shoot is held. Organised by Jackie Stewart this is a Clay Pigeon shooting competition in aid of charity. Teams of Grand Prix mechanics, drivers and team managers compete in the shoot and I must admit it is a thoroughly enjoyable event. Since the first event my shooting has improved to the level where I achieve a respectable score and am no longer afraid of winning the 'Clay Pigeon'.

So, as you can see I did have some fun over the winter before the serious business of testing the new car began. For the 1988 season the Tyrrell team have built a totally new chassis that will hopefully give us — eventually — the opportunity to win Grands Prix. However, because it represents such a radical change from the fairly conservative 1987 chassis the car is going to need a bit of sorting out before its full potential is realised. The chassis were only finished two weeks before the Brazilian Grand Prix and four days intensive testing took place at Imola



during which time a number of problems were discovered.

With only three days of workshop time before the Brazilian Grand Prix, we knew we would not be able to set the world alight at Rio and first day's practice served to prove just how right we were! Although our Ford Cosworth DFZ engines performed well our chassis didn't, being both difficult to drive and



lacking grip. Indeed at the end of official Friday qualifying session I was a miserable 25th on the grid.

Fortunately on Saturday we managed to improve the car significantly and I ended up 22nd on the grid — nothing to be proud of but in view of our situation I was reasonably satisfied. I was obviously hoping for

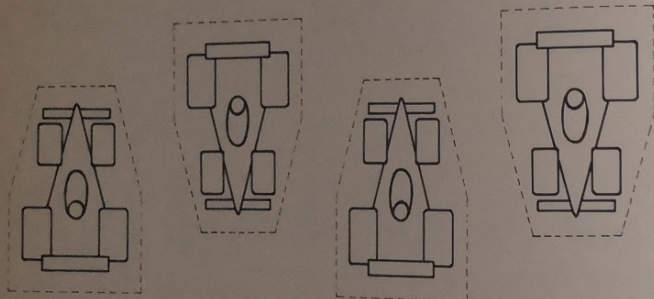
a good start and the opportunity to make my way further up the field. However, the first start was aborted when Ayrton Senna, in the pole position McLaren, went to select first gear as he waited for the light, to find the gear lever came off in his hand! Thankfully there were no problems on the second start and I progressively caught and overtook the Ligiers of Johansson and Arnoux. I fended off the well driven Minardi of Sala until my tyres began to give up and he slipped by me just two laps before I stopped.

Out on new tyres I caught Sala coming out of the pits — and just managed to get into the first corner ahead of him to pull away. From then on the car seemed to be running like clockwork and I had got up as far as 10th place and was looking good to finish 9th when just 12 laps from the end I lost all drive to the back wheels coming out of one of the corners just before the pits — a drive shaft had broken.

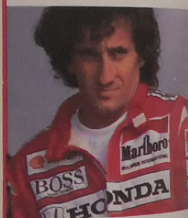
A mechanical breakdown for a Tyrrell is highly unusual and it was a great pity at Rio. Despite our problems over the weekend we could have come home with a top ten placing and second of the normally aspirated cars.

It would have been a nice way to start the season. But if I've learnt anything in my years of Formula One, I've learnt it's no good dwelling on what might have been! ■

THE GAME OF THE NAME



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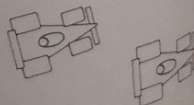


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START

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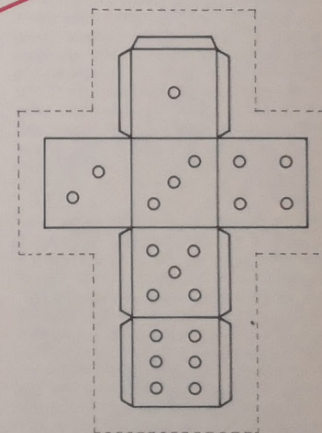
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This has not always been the case. Look at a picture of Grand Prix racing a mere twenty years ago and you will see not a solitary sponsor's name on a car or a driver. Product names trackside, certainly: Dunlop, Shell, Valvoline and the like. But the credit (credit?) for taking this sport into the big commercial league goes to one team: Lotus. The late and perspicacious Colin Chapman was behind this, as so many other innovations, in a year that marked a double watershed — 1968. In the first place, it took from us the great Jim Clark, Chapman's revered and peerless driver, killed in a footling Formula Two race at Hockenheim. Secondly, however, it saw the creation of "Gold Leaf Team Lotus" as that particular brand of cigarette

18



heralded the age of sponsorship and paved the way for the superb-looking JPS Lotus cars that became one of the most familiar sights in Grand Prix racing until JPS withdrew just over a season ago. For some, that was not so much the dawn of a new age as the end of a period of innocence. "Amateur" was not a term of derision, but a proper adjective for men who were in the sport for the love of racing and not to make as many bucks as fast as they could. Idealism, though, was never the lubricant that helped the wheels go round, and hard-headed businessmen like Colin Chapman knew what had to be done to guarantee the survival and proper development of their beloved sport.

From those tentative beginnings, sponsorship has grown out of all recognition into the multi-million dollar branch of advertising or marketing we now know. To explain why, there are few better summaries of what Formula One can offer than the words of a spokesman for the American tobacco company Brown & Williamson, now one of the more prominent sponsors on the Williams cars. "Formula One racing", opined this gentleman, "combines all the elements of twentieth-century mythology: speed, excitement, money, chic and celebrity." No wonder everybody and his brother-in-law wants to grab a slice of action such as this ... The size of the slice is the important thing, however. If you want to be a sponsor, there are a number of routes to follow, so perhaps we should analyse the options presented. The first is to buy the whole of a team, and no finer example could exist than Benetton Formula, once known as Britain's Toleman team, the 200 miles per hour advertising vehicle for the united colours of an Italian Knitwear company whose growth in the last five years is little short of miraculous. Luciano Benetton, his brothers and sister may have a power base close to the beautiful Italian city of Venice, but there was little glamour in their activities a short few years ago: Luciano even pedalled his way around the countryside to sell the home-produced knitwear until the business began to take off. Their involvement in Formula One began with Tyrrell, moved briefly to Alfa Romeo and Toleman, then saw them buy up the Witney, Oxfordshire-based team completely for the start of the 1986 season.

No-one would claim that Benetton's growth is the direct result of Formula One involvement, but their presence is the most obvious example of the search for "international image enhancement" that public relations people put forward as one of the key reasons for companies' coming into this game. When Gerhard Berger gave Benetton their first-ever Grand Prix win in Mexico in 1986, the last thing on his mind was the number of people watching on TV; but the simple fact is that Mexico was the race with the largest worldwide audience, and that in a year's televising Grand Prix racing is

seen by an audience of up to 1.5 BILLION people. Benetton were not at all against the idea of seeing their colours allied to success on that scale. What better medium for a company with over 4,000 outlets in 60 countries than a sport whose fortnightly performances are seen in over 50 countries all over the world? The combination of colour, commerce and car has been a crucial aspect of the business strategy giving Benetton worldwide sales in 1987 of well over 60 million garments.

If Benetton represent the sponsor in total possession of a team, the leading team in current Grand Prix racing present the typical example of another route: multi-sponsorship. Williams, world champions for the last two seasons and four times in the last decade, have pursued a sponsorship policy that denies any one company exclusivity but guarantees the team close relations with a handful of large and like-minded institutions.

Frank Williams himself explains the thinking: "Our philosophy has always been to endeavour to be associated with substantial companies who not only have obvious financial resources, but also very important technical resources too. With that sort of backing it means that our 'little' high-technology company is associated with large corporations and we complement each other." The key words here are high technology; a sweep down the Formula One pit lane today will reveal the changing face of sponsorship in line with the philosophy just described. If cigarette companies led the way — more of these later — and were followed by other consumer products, the trend now is towards consumer durables and items with a worldwide market: cameras, for instance, and fashion.

Hence the presence on the Williams cars of two sponsors as different as Canon, the giant Japanese camera corporation, and toiletry specialists Denim. For Canon in particular, association with Formula One has been another stage in a comprehensive corporate strategy, as Canon UK's Martin Walter explains: "If you take us as being typical of a corporate presence in Formula One, it is fair to say that one of the criteria for getting involved at that level was to try to raise our corporate profile. We hoped Formula One would do in international

terms what football had done for us in UK domestic terms." And since public awareness of Canon had risen to something around 80%, thanks to the sponsorship of England's premier soccer competition, no-one could question the particular logic.

For the appeal of Formula One is precisely its international nature. "There are very few vehicles", adds Walter, "which you can apply to such a task: Formula One is one of the few sports that come close to being truly international." With 16 races in countries as far-flung as Brazil, Canada and Australia, to say nothing of the pan-European coverage, the claim is obviously valid. Not only that, but Grand Prix racing has the added virtue of taking place almost throughout the year. Unlike the Olympics or soccer's World Cup, the major sponsorship targets, it not only takes place every year but also from March through November. For relatively little cost, a sponsor can have global exposure for nine or ten months, and in Canon's case they can have it on cars that hog the television screens. In 1987, Williams duo Nigel Mansell and Nelson Piquet contrived to lead for something over 500 laps of the Grand Prix season, as TV directors are reluctant to show anything other than the front-runners, this took names like Canon and Denim into people's front rooms for a considerable chunk of air-time. "We all need a bit of luck", concludes Walter. "Ours was in coming into Formula One with Williams from the start!"

To back up the Williams philosophy, a man who until recently spearheaded much of their sponsorship activity gives a down-to-earth view of what buying a chunk of racing car can mean. "Ours was not a razzamatazz but a hard-nosed view of motor racing", says Sheridan Thynne, former Commercial Director with Williams and now a Formula 3000 manager in his own right. "We started by identifying a company's key decision-makers, then sold the de-glamoured end of Formula One; factory visits, for example, which allowed them to see the factory itself as a marketing too. For some of these people the noise of a race would be actively inappropriate. Our aim was to energise people's thinking about the sport. Often that meant dealing with the negative aspects first — answering in advance the doubts that might exist in their minds about the level of spend, the image to be created among their employees, and so on. After that, it was a case of offering corrective advice ..." Yet another possibility is the liaison between a firm whose activity directly touches that of a racing team and the team itself. Examples are easy to find, whether it be Mobil Oil on the Williams cars or Shell on the McLarens, to name only two. Here the boundaries between support and sponsorship become blurred: both could legitimately claim Formula One as the ultimate proving-ground for products they wish to market throughout the world, both to racing

teams and to the ordinary motorist. For Shell, the McLaren tie-in was "a way of telling customers around the world of the technical achievements of our products. Technical development remains Shell's prime concern; victories as a testimony are a bonus ...". Both of these industry-related concerns, however, have seen fit to widen their horizons to the extent of sponsoring a complete Grand Prix: Shell in Great Britain at both Brands Hatch and Silverstone, Mobil through their German arm at Hockenheim. Why limit your exposure to one or two of the 26 cars when you can dominate the entire scene? Putting your product's reputation on the line is one thing, but having the back-up of circuit-wide exposure is another again.

In our increasingly technical world, it is not only the traditional companies like these that figure. As drawingboards give way to computer screens, so firms like Olivetti on the Brabhams, or Data General on the Tyrrells, are a larger part of the Grand Prix scene. For Data General, for example, sponsorship was not just a question of throwing a bunch of money at an established team, but the creation of a "strategic alliance" that allowed Tyrrell access to the most sophisticated CAD/CAM techniques and gave Data General the most intensive test-ground for their own research and development team. The possibility of VIP entertaining on circuits, the use of the team as a centre for staff incentive schemes, and the general energising of all concerned were worthwhile additional benefits.

The attentive reader will have noticed one glaring omission from this picture of sponsorship activities: the cost. Isn't it funny how people who are normally desperate to bring their cars, drivers and achievements to the attention of a waiting world suddenly go coy when the word money is mentioned? Ask any Formula One team manager what his annual budget is and the answering look could blister a tyre; ask a major corporation what its Formula One spend is and you risk the media equivalent of excommunication.

This collective silence notwithstanding, a few educated guesses can be made. Mr Jim Dutt, whose chairmanship of the giant Beatrice Corporation brought it into short-lived contact with the Lola-

Haas Formula One team, was asked how much he was willing to spend on this new venture. "Whatever it takes to put a winner in the field", was the amiable reply, but sadly Beatrice never did that and they dispensed with Mr Dutt's services very soon after. What it takes to put a winner on the field is, at a conservative estimate, the sum of US\$15 million. Slide back down the pit lane to the less glamorous and less winning teams and you are still going to be out of pocket to the tune of US\$5 million or so. The cost varies depending on where your name is to figure: go for the rear wing, for example, and you are talking big bucks because it is the most visible part of the car on the TV screen. Why not cut costs a little and just have a modest mention on the end plate, or across the nose cone?

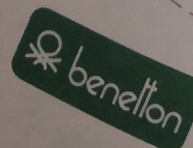
And if the idea of spending half a million to have your name painted on such a seemingly insignificant patch of metal or carbon fibre strikes you as extravagant, bear one thing in mind: what a sponsor would spend to have as many minutes' exposure through straightforward commercials as he does through TV coverage of Grand Prix racing would make his Formula One spend look like your salary or mine in comparison to Nelson Piquet's ...

No wonder, then, that drivers and sponsors alike are desperate to break into the Grand Prix arena. The expression "a paying driver" is familiar enough; what is less well-known is that it can cost such a driver a million dollars for the privilege of putting his posterior

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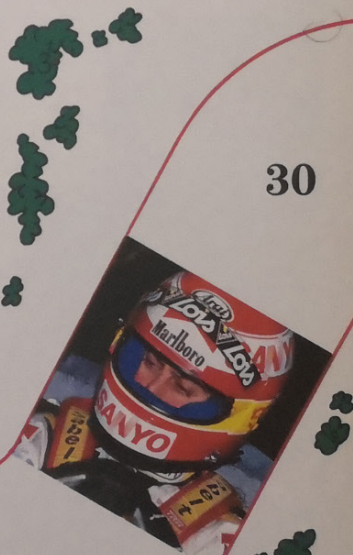
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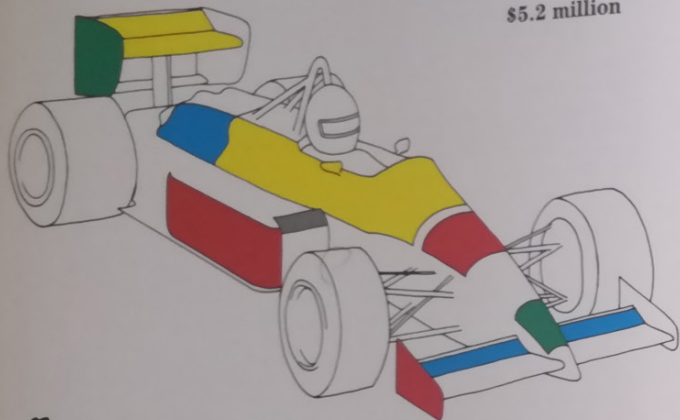
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Typical cost of exposure on a midfield F1 runner.

- \$2.1 million
- \$1.4 million
- \$0.7 million
- \$0.5 million
- \$0.5 million
- \$5.2 million



32



in one of the most fragile seats on earth. Would YOU pay that kind of money to put your life on the line every second Sunday? The queue of young bloods waiting to get into Formula One cockpits is ever-lengthening, however, as is the number of potential sponsors.

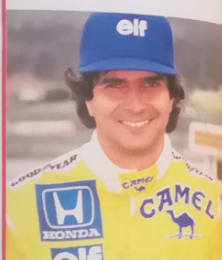
To finish off, mention must be made of the most recent megasponsor in Formula One. Much is made of the fear of cigarette companies where TV exposure is concerned, and of their corporate reluctance to commit vast sums to sponsorship which may not have the desired media consequences, but RJ Reynolds, through the medium of their Camel brand, have exploded upon the Grand Prix scene in the last two years. Going into 1988, they would figure on the overalls of no fewer than 11 Formula One drivers and give substantial backing to five teams, including Tyrrell and, of course, the Lotus team. ■

FINISH



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RACING FOR PLEASURE

"I have made enough money. Now I can go motor racing for the pure pleasure of it — and I aim to race until I'm 40 years old, so expect me to be around for a while ... That's how 35 year old Nelson Piquet currently rationalises his approach to the business of Formula One and, more particularly, his decision to quit the Williams team for Lotus at the end of 1987. In his own mind, he had not received the number one treatment due to him under his contract with Frank's team.

"For me it's quite simple," he shrugs. "I

both on a personal and professional level, but it's difficult to argue with his racing reasoning and logic if you're talking about hard results. When he bade farewell to Williams, he had 20 race wins and three World Championships titles under his belt. OK, so many of those wins have been frustratingly tactical, softly-softly performances which involved him out-lasting, rather than out-racing, his rivals. But, three World Championships ... "Anybody can go quickly," says Nelson, "but it's winning races and Championships that counts!"



ZOOM

figured that I had a deal as a number one driver when I joined Frank's team and that, in my mind, should not involve me having to race my team-mate in most of the races. I explained that to Frank, but he didn't see it my way. He reckoned that the team gave me top equipment and it was my business to go out and beat Mansell on the track. Hell, Formula One is difficult enough without having to make it an inter-team race every weekend. There's no doubt about it, the Williams team was the most technically competent team which I had driven for up to that point in my career. But they didn't come up with my interpretation of number one status.

It's easy to be critical of Nelson Piquet,

For years, Nelson was a Brabham man. Recruited to replace John Watson in 1978, he was always regarded as the 'baby' of the team. His first season was spent as number two to Niki Lauda, from whom he learned a great deal and they got on well.

"Niki was totally honest and sincere," Nelson recalls. "If he thought you had done something idiotic, he would say it to your face. He was direct and you knew where you stood with him; there was no messing about. I benefited a great deal from his ability as a test and development driver. He taught me how to be selective about what I'd learned during a test session, how to sort out the



information which was really important from that which wasn't." These lessons were put to good use. In 1980 he won his first Grand Prix in the Ford-engined BT49, commandingly, at Long Beach. Later that summer, he added wins at Imola and Zandvoort to his tally, arriving at the Canadian Grand Prix with an outside chance of snatching the Championship from Alan Jones' grasp. In the lead and pulling away, his engine expired. Jones took the title, Nelson was philosophical.

"I'm going into the third season of my Brabham contract next year, so if I'd won the title it would not have made any difference at all to my retainer. But if I win it in 1981, things will be different ... Of course, in 1981 he sped to his first Championship title, wrestling it from the likely destiny in the hands of Jones. Williams team-mate Carlos Reutemann, after a nail-biting finale at Las Vegas, which saw Piquet being lifted from the cockpit in a state of exhaustion at the end of the broiling race.

In truth, it was a season during which Nelson's rise to maturity had been punctuated by displays of his latent temperament which suggested he had a weak spot when under pressure. After a nudge, inadvertent or otherwise, from Jones' Williams during a frantic four-corner battle for the lead at Zolder sent him out of the circuit and into retirement, Nelson

NELSON PIQUET

BY ALAN HENRY

lost his cool. He threatened dire consequences for the dogged Australian, complaining bitterly about Alan's tactics. Jones ignored him and, at Monaco, harried him into an error, Nelson sliding out of the lead and into a guard rail as he worked to fend off the Williams team leader. It was a disappointment which he quickly shrugged aside.

Piquet relished the 'clannish' atmosphere within the Brabham camp, forged a strong and fruitful working relationship with chief designer Gordon Murray and increasingly made the team his private domain over the next three seasons. The onset of the turbo era brought with it Brabham's partnership with BMW and Nelson's commitment to this new project was wholehearted and complete. Murray recalls a mid-winter test session at Paul Ricard at the end of 1981, when Piquet spent much time out of the cockpit while BMW engineers fiddled with their temperamental, fledgling four-cylinder charge. Standing in the next door garage was one of the Ford-engined BT49s, ready to go. Nelson didn't even give it a second glance, much less take it out for a few laps while he was waiting. It was yesterday's technology and he wasn't remotely interested in being side-tracked by it.

That commitment paid off in 1983. Nelson opened the season with a splendid, well-judged victory in his home Grand Prix at Rio on the maiden race out with the new Brabham BT52. For most of the 1983 season, Renault's Alain Prost held the Championship points table in a vice-like grip. Nobody, it seemed, was going to get the upper-hand on the Frenchman who, for so long, had come tantalisingly close to the title. But



ZOOM

Brabham, BMW and Piquet had other ideas.

Some flat-out engine development in the second half of the year alerted Prost to the danger. He came back from victory in the Austrian Grand Prix — his last for Renault, as things were to turn out — to warn the French team's engine department of the Brabham-BMW threat. "If we don't make some progress, and quickly," said Prost, "then Nelson will be the man who beats us." Renault didn't act quickly enough and Alain's prophecy came uncomfortably true.

Nelson won the penultimate round of the championship, the Grand Prix of Europe at Brands Hatch, and then went to Kyalami a mere three points behind Prost. Alain retired with engine trouble, leaving Piquet to cruise home third and take the title by two points. Said Nelson, generously, "Alain didn't lose the championship — Renault did."

The remaining two seasons of Nelson's tenure as a Brabham driver were

destined to be less productive. Persistent engine problems throughout 1984 saw him net only two race wins and not stay in contention for the championship. In 1985, Brabham made a switch to Pirelli rubber, rarely proving a match for the



ZOOM

Goodyear opposition. But Piquet managed to squeeze a solitary win out of the Brabham BT54, in scorching summer weather at Paul Ricard, before making his decision to move to Williams.

Nelson did his deal with Frank Williams in a hire car behind the Osterreicherung paddock just prior to the 1985 Austrian Grand Prix. Frank, knowing Keke Rosberg was off to McLaren the following year, was desperate to do a deal — almost at any price — for an established top driver. Who would have guessed, at that moment in time, that he already had a race winning driver already on his books? But Nigel Mansell's first Grand Prix success was still a few months away

and Frank's anxiety to conclude a deal with Nelson was quite understandable. What followed over the ensuing two seasons was a situation whereby the Williams team effectively divided itself into two camps, one revolving round Piquet, the other round Mansell. Frank Williams, a racer to the core, took an uncomplicated standpoint. Whomever was quickest should be allowed to win. The net results was that Nigel won five races, Nelson four – and, between them, the Championship slipped from their grasp into the hands of the eager Alain Prost. Nelson was livid.

"If Williams had given me all the support I was due, we would not have ended up in this situation," he insisted. It was a theme which he would return to, time and again, during the first half of 1987.



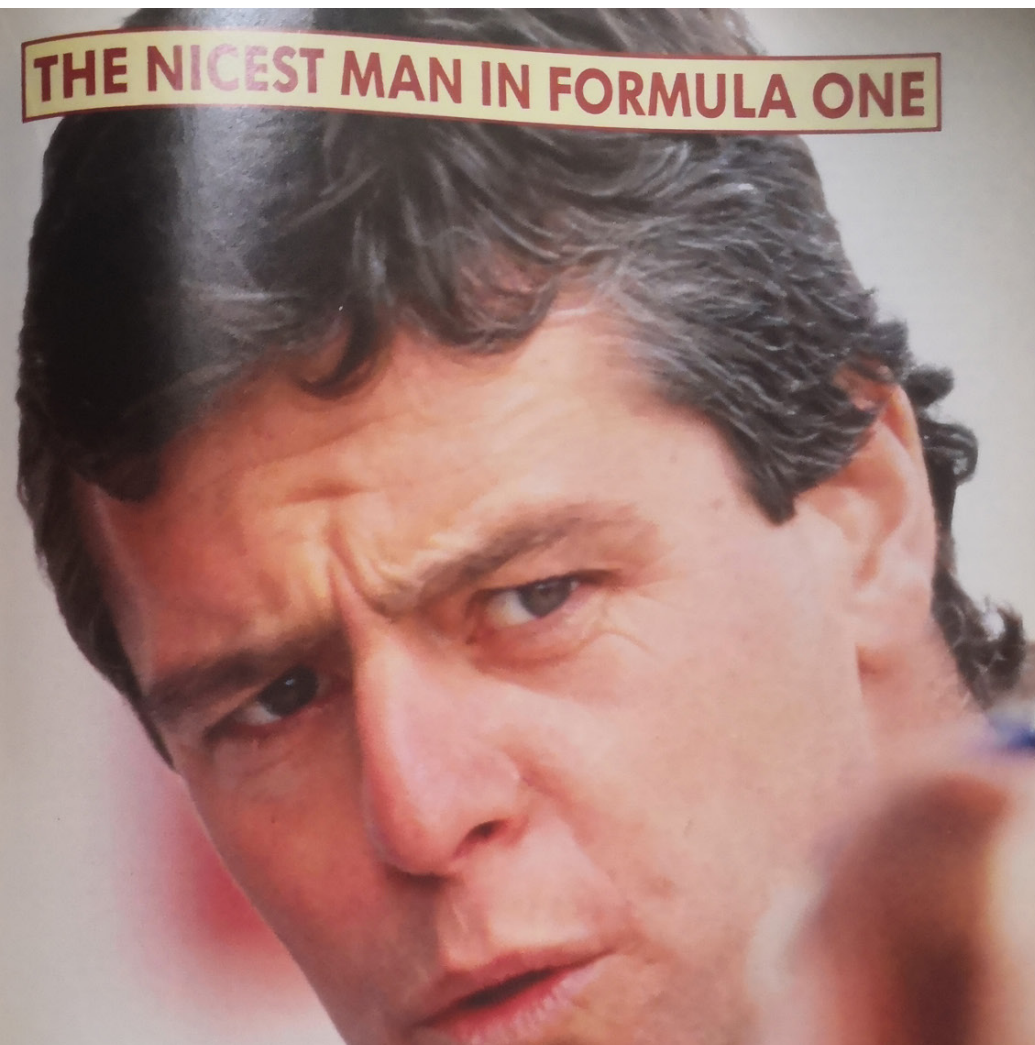
He criticised Mansell for being a 'win or bust' merchant. "It's not my way," he confessed. If anything, Nelson's performances became more tactical and low key after a brain-rattling practice shunt at Imola which debarred him from contesting the San Marino Grand Prix. What Nelson really wanted was effectively a one car team set-up, a situation where he was paired with a number two who would pose no threat.



That way, he reasoned, all the benefits earned through hundreds of miles' testing would be Nelson's, and Nelson's alone. "I got tired of the situation where I was doing all the testing and the results were being handed to my team-mate," he remarked rather acidly. That's what he has now arranged for himself at Lotus. He opened his association with the Hethel team by finishing third in the Brazilian Grand Prix. "The chassis balance is not yet quite in the same class as the McLaren," he admitted. "Originally I had planned to go through with only one stop, but the understeer chewed up the rubber too quickly and I had to make a second tyre change. It's a place to start, though, something to build on..."

lot of time on his new ocean-going yacht from his base in Monte Carlo. He has always been very much his own man, although his somewhat adolescent sense of humour has led him into a few PR gaffs, notably his alleged remarks on the subject of Messrs. Senna and Mansell earlier this year. In his customary casual manner, Piquet shrugs them aside, "Trouble is," says Lotus team manager Peter Warr, "you never know with Nelson whether he is joking or not. Even in team debriefs he always seems to be making jokes." Privately, of course, with the McLaren-Hondas displaying such crushingly dominant form in the first race of the season, Nelson may be wondering whether, at long last, in 1988 the joke will finally be on him.

THE NICEST MAN IN FORMULA ONE



DEREK WARWICK

BY DAN KNUTSON

If there ever is a time when a Formula One driver deserves to be on edge, it's on the grid just before the start. If there ever is a time when a driver can be excused for rude behaviour, it's during these final anxious minutes before the green light turns 26 Formula One cars loose. Shortly before the start of last year's Spanish Grand Prix, Derek Warwick stood next to his Arrows on the grid and chatted amiably with a group of people. In these tense moments before the green he continued to smile. After the Britisher had slid into the cockpit, one of the men turned to the rest of the people in the group and said, "That's the nicest man in Formula One."

It's true. Arrogance, snobbery and rudeness are commonplace in Formula One. In this world Warwick's friendly smile and easy going manner come as a pleasant surprise.

But don't nice guys finish last? "I enjoy being nice to journalists, sponsors, friends and spectators," Warwick says.

"But if you followed me for a Grand Prix weekend you would see a Jekyll and Hyde character. I don't need to be nice, and I'm certainly not nice around my team — I expect 100 percent from the car and everybody on the team."

"Yes, I agree, nice guys finish last, as long as they are also nice in their jobs. You know, 'Excuse me, you go first.' I'm just as ruthless as the next guy. But I don't show it on the outside. I don't get out the car and start ranting and raving."

A good example of this is Warwick's relationship with USF & G Arrows team-mate Eddie Cheever. In Hungary last year Warwick braked sharply to avoid Alex Caffi's slow moving Osella. Cheever, following closely, punted Warwick. The team wanted Warwick to pit first for tyres, but Cheever arrived and 'took over' Warwick's pitstop. Warwick had been faster than Cheever all weekend and was leading him in the race.

But you won't find a Piquet/Mansell situation at Arrows. "You are in the car for five percent of the time," Warwick explains. "Therefore you have to be in each other's company for 95 percent of the time. I accept Eddie for what he is — a very determined person. If he can take advantage of a situation, he will. (As for Hungary), I accept what happened because I'm a firm believer in keeping things even. One day I will do the same to him."

"Now as long as you understand these



things, then you can have a relationship. We will never be super close, but we have great fun. We eat together, go out together and play together. But we understand each other at the track." In the 1988 Grand Prix season opener in Brazil, "nice guy" Warwick finished



fourth. It was a sign of what the USF & G Arrows Megatron team had accomplished over the winter, and it was a sign of the season to come. Perhaps the biggest improvement to Arrows has been the addition of former BMW engineer Gerhard Schumann. "Schumann made probably a 100 percent improvement to the Megatron engine," Warwick says. "Heini Mader is very good at engine rebuilding, but he never had a facility for development. What Gerhard and his staff are doing is setting up their own development side. And now we are reaping the benefits. The new 2.5 bar pop-off valve rule has also benefited the Megatron engine, making it easier to drive. In Brazil, however, pop-off troubles slowed Warwick and team-mate Cheever. "For the whole race I only had 2.38 boost," Warwick says. "That's throwing away 30 horsepower. With our engine

that's about 1.5 seconds a lap around the Rio track. What's happened is that FISA has made a pop-off valve that's a little too temperamental. It's very susceptible to bumps and heat."

While the biggest improvements have come in the engine department, Arrows have also made changes in the A10 chassis which they also used in 1987. "We did some 5,000 miles of testing since last season," Warwick says. Suspension, aerodynamic and radiator changes have been made.

"The biggest thing is that we've taken 30 kilos off. Now we are running on the weight limit. With the reduced boost, the car is a completely different animal. It's easier to drive and easier to set up." Warwick started off the 1988 season with a fourth place. Seven years earlier he made his debut and failed to qualify. The Toleman team had dominated Formula 2 in 1980 with Warwick finishing second in the championship to team-mate Brian Henton.

When Toleman went Formula One racing in 1980, Warwick came along. But not until the end of the year, in Las Vegas, did he actually start a Grand Prix. 1982 was better, but not much.

"My old team boss Alex Hawkridge used to say that it was 'character,'" Warwick recalls. "But when I see the young drivers today qualifying and racing in every race. I think 1981 was a wasted year." "But Toleman was a new team and my only opportunity to get into Formula One. And I've never been a driver who wished that he had done something else or was someone

else." After the frustrations of Toleman, Warwick got the chance to join the powerful Renault team in 1984. Surely he would soon be tasting the victory champagne.

1984 started off well. Warwick had a second, a third and a fourth in the first four races. He could have won in Brazil except for a suspension failure. He was leading in Dallas until he slid into the wall.

By mid-season Warwick was hot property. He had contract offers from Renault, Lotus and Williams. "All I had to do was make the right decision," Warwick says. In hindsight, he can now see that the cracks had already started in the Renault structure. But at the time he chose to stick with the French team. 1984, after all, had been his first year in a competitive car, and surely 1985 would bring success

"1985 was a complete disaster," Warwick says. "Those were nasty and disturbing times. My morale was at its lowest. The end of 1985 and the start of 1986 were the worst times of my Grand Prix career." Then came the offer to drive for Lotus in 1986. Warwick accepted only to have Ayrton Senna absolutely refuse to have him as a team-mate.

My thoughts at the time were that if Senna wasn't man enough to accept a fast team-mate, then maybe he's not half the driver he should be. I think that Senna would have benefited from having me as a team-mate because of my experience, my testing abilities and my speed."

Have his feelings changed on the matter? "I still think he was wrong, but I respect him for what he is — a very good racing driver. I hold no malice to Ayrton Senna."

Warwick did get back into Formula One, although under tragic circumstances. Elio de Angelis' death while testing brought Warwick into the Brabham team in time for the 1986 Canadian Grand Prix.

The Brabham team was struggling with the loss of Elio, whom everybody on the team liked, and the knee-high Brabham BT55.

"The first couple of months were difficult," Warwick recalls. "Because of the circumstances, I had to feed myself into the team without creating too many waves. But of course what the team needed to get motivated was a big wave." Gordon Murray's innovative lay-down car was a flop. "It was diabolical," Warwick says. "It flexed. It was probably the most difficult Grand Prix car I have ever driven because of the seating position. You couldn't breathe because your head was in your chest."

What the Brabham ride did do was give Warwick a chance to work for Bernie Ecclestone and see a side of the man few others have.

"I have more respect for Bernie Ecclestone than for any other single person in Formula One," Warwick says emphatically. "I know that sounds strange, but it's not until you work for Bernie that you really respect him."

"When I joined the team he could have got me for almost nothing because I was pining

for a Formula One ride. But he offered me the equivalent to the contracts of Elio and Patrese. "Having worked for him you realize what he is — a very hard man, but a frustrated racer. He loves racing. He used to live for that Brabham team. People used to think that he didn't care as long as the car circulated and looked good. But nothing could be further from the truth."



DOMINIQUE LEROY

Ecclestone helped keep Warwick where he wanted to be — in Formula One. 1987 brought Warwick a two year contract with Jackie Oliver's Arrows team. Back when Warwick could only dream of being a fully-fledged Formula One pilot, did he have a hero driver?

"Jochen Rindt," comes the answer. "Now, understanding racing more, I would probably have chosen Jimmy Clark or Jackie Stewart. But Rindt stood out as the complete driver — he took chances; he was a winner; he had natural ability and was a fun person. That to me is what a Grand Prix driver

should be.

What about today? Which drivers does Warwick really respect? "There's only one driver that I really respect and admire," Warwick says without hesitation. "Alain Prost. He's very quick. He's always on the limit in qualifying. He has amazing race craft. He represents Formula One well."

"And he has a fun attitude. When he goes to a Grand Prix he is not all wrapped

up in the mechanical side. He goes out and plays golf and goes fishing. If you just go to race, you are not a complete driver."

Like Prost, Warwick lives quietly with his family far from all the glamour and crowds of Formula One. The Warwick lives on Jersey, one of the Channel Islands between France and England. No high speed trips with a Ferrari over the Alps to Monte Carlo for Derek. The speed limit on the island is 40 mph which suits him just fine.

"I don't get any satisfaction out of driving on the road or driving flash cars," Warwick says. His stable consists of a Jaguar, a Renault 5 GT Turbo and a motor bike. His wife,

Rhonda, drives a Peugeot 205 Cabriolet, and they keep a Mercedes 500 in England.

Where Warwick does get his satisfaction, of course, is driving on the race track in the flashiest cars of all — Formula One. He came into Formula One just as the turbocharged cars were starting to dominate over the normally aspirated cars. Now in 1988 he is seeing the end of the turbo era. Is he pleased that the turbo era is finally over?

"I'm not sure," Warwick says. "I have only driven turbo power in Formula One. I'm pleased to have been around during

the course of the turbo era. They were very exciting times. When you qualify with 5.5 bar boost and 1,300 horsepower you have an exciting car." But the turbo era simply became too expensive. It killed the small teams and started to strangle some of the bigger teams. And, like the times of ground effects and skirts, turbos created high speed, dangerous situations.

Warwick fears that the same thing will happen with computer activated suspension systems. "It can fail in a fast corner," Warwick says. "And one day it will."





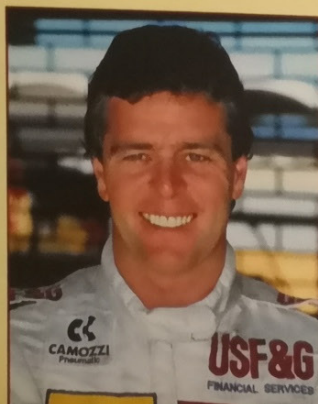
"If one team has it, then we all have to have it. Then it's another expense. We are currently developing an active suspension, and it's costing us an absolute fortune. You're talking about probably one million dollars. Racing is already expensive enough. FISA should stop it now.

Safety must continue to be the priority of everyone involved in Formula One, Warwick says.

"Yet we must not forget that Formula One is the pinnacle of motor sport. We must not forget that it has to be the best. It has to be the fastest. It has to be the most exciting. That's why every single driver, bar none, wants to be a Formula One driver."

The 1988 Australian Grand Prix will mark Warwick's 100th Grand Prix start. Warwick desperately wants to win a Grand Prix by then. During the interview it has been 'Derek Warwick

nice guy' talking. But when he talks about his lack of Grand Prix wins, you get a rare glimpse of the Warwick inside the



cockpit, of the ruthless racer.

"I have won in every type of motor sport I have ever done in my life except Formula One," he says.

Then the words come out with a hard ferocity. "That pisses me off tremendously. I need to win in Formula One. I will win in Formula One. But my time is running out. I'm 32 now, so I have to speed up the process."

Then it's pleasant Warwick talking again as he explains further. "If by the end of this year, I have not secured a position with a winning team — and that includes the USF & G Arrows team because they are getting better — then I very much want to make the switch. I want to go over to America and race CART Indy Cars."

"I don't want to be racing just for the sake of being a Formula One driver. I don't want to carry on being a Formula one driver without winning." ■



ZOOM

The DECLINE OF THE BRITISH IN FORMULA ONE



Salvadori pushes the DBR 4/250 Aston Martin past 100 mph at Silverstone in 1959

Photo: Mike Kable

DAVID McKAY



The 1964 British Grand Prix at Brands Hatch — Clark in the Lotus leads Graham Hill in the BRM

Photo: Nigel Snowdon



Peter Collins (left) and Stirling Moss
Photo: Mike Kable



The occasion was Ford's annual dinner on the eve of the 58th Geneva Motor Show. At one table the subject under discussion was the decline of the British racing driver in F1. When the world championship began in 1950 there were only seven races, Britain, Monaco, Indy in deference to America's national event and dropped from the schedule after ten years, Switzerland, Belgium, France and Italy with the best four results tallied.

That first year the field was full of Italian and French, a certain Argentinian, one Thai and a couple of lone Englishmen, Peter Whitehead in his private Ferrari and Reg Parnell who got a guest drive at Silverstone in an Alfa.

Now, 38 years later, the picture is much the same, mainly Italian and French drivers, a sprinkling of South Americans, less than a handful of Brits and certainly no privateers ... and there are 16 races around the world with eleven results counting. But in the intervening years, particularly in the late fifties and through the sixties British drivers dominated both the entry lists and the results.

Walter Hayes, Ford's long standing Public Relations Director in the UK and legendary as the man who gave Cosworth Engineering the green light to build that all conquering V8, had his views. They were that when Cooper and Lotus with their relatively cheap rear-engined highly efficient devices wrote the end of European large front-engined Ferraris and Maseratis, Grand Prix racing became almost exclusively a British club

with British cars, British drivers, British mechanics and British backing from British companies such as Shell, BP, ESSO, KLG, and Dunlop Tyres.

There were still relatively few races, mostly within easy reach in Europe, and professionalism was in its infancy. The Europeans were slow to adapt to the change, to see the growing potential and in 1960 only Ferrari lined up, as always, against the British teams then represented by Cooper, Lotus, BRM and Aston Martin. And the drivers, certainly the best of them, were all British. Moss, Ireland, Surtees and a young Clark drove Lotus, Brabham, McLaren, Taylor and Brooks were Cooper mounted, G Hill drove BRM, Salvadori Aston and Allison was a member of the multinational Ferrari squad. But once advertising money and TV came into the game the Europeans were wide awake and caught up quickly often using British chassis and the almost mandatory Ford Cosworth V8.

It was at this point that Jackie Stewart, who incidentally was taken under the Ford umbrella in the mid-sixties by the astute Hayes, took up the discussion. Stewart makes no bones about the part played by Elf in the rise of French drivers. Elf, the state owned oil company, is barely 20 years old but since its inception it has backed motor sport and its Marketing Director, Francois Guiter, has helped shape the careers of most of the leading French drivers from Beltoise and including Prost now widely regarded as the modern day Fangio.

Stewart warmed to the subject tracing motor sport through the decades from the start of the century when even to own a car was a sign of wealth. Stewart contends that size and wealth often go hand in hand, he could just be the exception that proves this. And, as the gentry found they were more successful employing pint sized lads to ride their thoroughbreds, they themselves turned to the new glamorous sport of motor



John Cooper — boss of the Cooper F1 team chats with New Zealander Bruce McLaren
Photo: Nigel Snowdon

... racing. Here their weight was no disadvantage and often a help in wrestling their big heavy cars over long distance European events and later that favourite of the wealthy amateur, the 24 hours of Le Mans.

Classic examples of this era were the Bentley boys and their happy gatherings of laurel wreaths at the Sarthe circuit in the twenties. Motor racing was still the playground of the wealthy through the thirties though Stewart pointed out the success of Freddy Dixon and his ridiculously fast Rileys showed that mechanical skill allied to hard driving could sometimes overcome the advantages of great wealth and even gain admittance to the 'Club'. Brabham was to repeat this exercise some 20 years later and began the do-it-yourself school with resounding results.

After the war, Stewart continued, the Europeans were quick to dig out their racers from under the haystacks and the Italians in particular turned to their favourite pastime after a war which had neither really gained their full attention nor their support.

So ... when Ferrari began building cars in the late forties that could be bought, the wealthy amateurs were his first paying customers.

Peter Whitehead (the same Peter

Whitehead who, as a young man of 23 was woolbuying in Australia for the family business, had brought his 1.5 litre ERA with him to run at that first Bathurst 100 in 1938. His performance was electrifying, shirt sleeves, tie, goggles, bareheaded, dirt road, a gracious and modest winner, and brought Bathurst wide publicity as well as firing the imagination of many teenagers who post-war raced on the famous mountain circuit) and Jim Kimberley of the Kleenex family were ready with the money.

Whitehead ran in 10 F1 races between 1950 and 1954 driving his Ferraris, Alfa T and Cooper and was the first Englishman to campaign on the continent in world championship races. After Whitehead came, the new wave of young British drivers led by Moss and Macklin, Collins and Hawthorn all of whom came from families with sufficient means to back their talents with good equipment.

Moss in particular brought motor racing home to Britain and the Ferrari twins, Hawthorn and Collins, underlined the fact that given the car the British driver was the equal of any. Yet in a typically British perverse way this perhaps worked against the young Briton striving for a sound footing in an increasingly expensive sport. If he won a race it would be said "But he is British you know" as though that were enough to account for victory ... any thought of financial aid was certainly not entertained.

Left to right — Innes Ireland, Graham Hill and Jack Brabham in Sydney for the 1961 International at Warwick Farm. Photo: Mike Kable



A champion in action — Stirling Moss in the Cooper-Climax. Photo: Mike Kable

Stewart feels this attitude is still prevalent today and that while British drivers have a choice of weekly race meetings and almost too many series they can enter, suffer from the lack of anything approaching the Elf 'school' in France. There the young talent isn't left to make it on his own but is taken into the 'family', helped with everything from driving to meeting VIP's, proper dressing, dealing with the media and put into a seat in a competitive team.

Until Britain has a company such as Elf prepared to invest in a young driver, Stewart believes the dearth of Brits in F1 is likely to continue. Sad for a nation with the most world championships, 10 to second placed Argentina's five (all Fangio's) and with 129 F1 race wins to France's 54.

But there is some hope for the future. In an interview with "Autosport" Peter Hammond, Chief Executive of the RAC's Motor Sports Association, hinted that he wanted to foster what he termed a "University of Motorsports" which would be financed by commercial sponsors and that he had also been talking to the Minister of Sport. Great idea but this, in a democracy, could take years to develop if at all.

Meanwhile ... why do the South Americans succeed so well? Here Stewart says the British system of so much motor sport while making it almost too commonplace for the young Brit is helpful to the eager and dedicated young South Americans. They've got themselves over to England often with family backing and they are on their own, the weather is rotten, the food

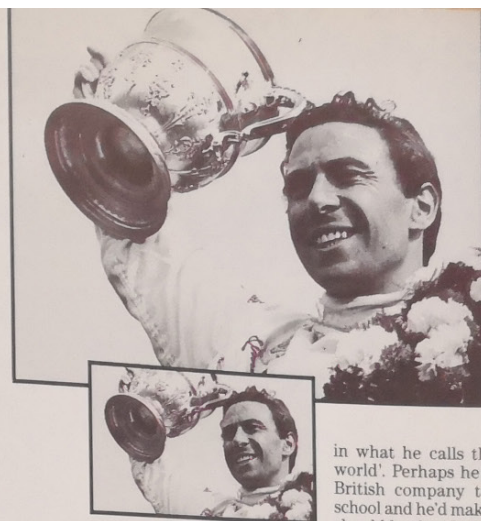
worse. They don't have the easy shelter of the young Brit with his home, his mum and family to turn to ... they have to work things out for themselves or fail and go home with their tails between their legs ... and their pride and absolute single-mindedness won't let them do that.

Stewart says the South Americans are akin to the Anzacs of the sixties ... it was a long way to come and there was no going home. So the Anzacs worked at it harder than the home grown drivers did. Stewart cites Brabham, McLaren, Hulme and later Jones as examples of what could be done then. Not only Anzac drivers but mechanics too, there wasn't a team without its complement of wrenches and gophers from the other side of the world.

In the fifties it was possible to buy a new or ex-works 250F Maserati for 5000 English pounds and join in the fun. A cheerful rotund Horace Gould did just that and ran 14 world championship races from 1954 to 1958. The Gould-type is extinct today and some may say the sport is poorer for it. But today a young man with a proven track record needs at least a million US dollars to help him into an F1 seat and it won't be a front running seat, those are all taken by the men who get paid a million and more to occupy them.

A famous name can help. Shortly after the Ford dinner that night 22 year old Paul Stewart, the triple world champion's elder son and about to graduate in political science from a North Carolina university, announced the formation of his own company, Paul Stewart Racing. His father admitted the name helped and he had been able to point Paul in some right directions ... but certainly no underwriting.

And along with announcing continuing backing for young Stewart, RJ Reynolds Tobacco (Camel and yellow to Formula One watchers) also unveiled at the end of March sponsorship of several of the youngsters who were finding famous names were not necessarily passports to good drives. Perhaps Camel has learned how to go about it from Marlboro's highly successful involvement in motor sport or is reconciled to the inevitable victory by the non smoking lobby. But whether Camel emulates Elf and provides the sort of schooling Stewart advocates remains to be seen. Camel does however, acknowledge the important part Britain plays in motor racing with its tough nurseries where success helps the young champions up the slippery climb to the top. Stewart senior mentioned a young Scot, Alan McNish, who had been steadily climbing the junior ladders from karts and was "doing it right". He now has Marlboro backing and is entering the Opel-Vauxhall/Lotus challenge series this year, a sort of junior Formula Australia both being supported by General Motors. I gathered the young Scot is attracting more than a passing interest from other Scots keen to see their wee country produce yet another great champion.



Jim Clark holds the trophy aloft after winning the 1967 British Grand Prix in front of 120,000 fans. Photo: Mike Kable

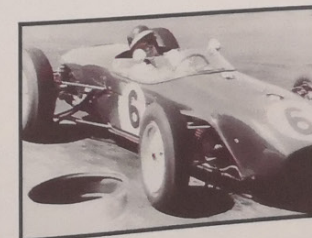
in what he calls the 'pressure cooker world'. Perhaps he will convince some British company to start an Elf-type school and he'd make an ideal consultant should he decide to slow down.

And what of Australia's chances of turning up a third world champion? ... precious few while the money goes into touring cars and middle-aged drivers. Perhaps CAMS, or rather Tim Schenken, could arrange for Stewart to address BHP's board. With more Australian companies going overseas the time could be ripe than it was in the early seventies. In those days I approached several leading companies to which I had easy access hoping to raise \$50,000 for Ron Tuaranac to run Larry Perkins for a year in F3. Former F5000 driver Gary Campbell and I had been helping to keep Perkins afloat in his GRD days but a proper works drive was beyond us and even finding enough for a one-off shot at Monaco's important F3 race proved hard in those days.

Today it should be easier since "decision makers" have been exposed to F1 thanks to the Adelaide round of the world championship. Perhaps Shell, which in the sixties had been prepared to back a young future champion through a couple of learning years, would consider some sort of scholarship which would give the lucky beneficiary say three years in England learning how to win in the big pool after the nursery down under.

The scholarship conditions could be tough requiring full commitment but the rewards could be great not only for the lad but for Shell and for Australia. And the place to start looking for talent down under is not in touring cars but in karting ... it is crying out for acknowledgment and a hand. That Prost, Senna, Piquet and Mansell all came up through karting should be reason enough.

Looking back at the golden years of British drivers it was Mike Hawthorn who kicked off for Britain winning in 1958 driving Ferrari. He tipped Moss out by one point giving England's most famous racer his fourth consecutive runner-up spot. Brabham scored for Cooper in 1958 and 1960 without any help from Australia other than his native talent. Phil Hill broke the British sequence in 1961 when Ferrari was



John Surtees in a Lotus Climax — 1961. Photo: Mike Kable

Three times World Champion
Jackie Stewart
Photo: Mike Kable



better prepared for the 1.5 litre formula. Then it was British and Anzac drivers all the way to Rindt in 1970. G Hill (BRM) 1962, Clark (Lotus) 1963, Surtees (Ferrari) 1964, Clark (Lotus) 1965, Brabham and Hulme in Repco Brabhams in 1966 and 1967, Hill (Lotus) 1968 and Stewart (Matra) in 1969. Stewart won again in 1971 and 1973 for Tyrrell, Hunt (McLaren) scored his rather lucky win in 1976 and Jones wrapped it up in 1980, still without any help from Australia and since then there's been a drought. Mansell had his chances and blew them in 1986 and 1987 for any of a number of reasons mainly of his own making. Everyone remembers the champions but what of the great Britons who made up the bulk of the grids?

Australia remembers them and cherishes their memories. So many of them came annually to New Zealand and Australia through the sixties, those better days, and staged what were virtually eight world championship races in eight weeks. Those series produced what many consider the best racing of the era and gave the locals a chance to measure their skills, sometimes outqualifying the champions but never outracing them. There were world champions aplenty, Brabham, the two Hills, Clark, Surtees, Hulme, Stewart, Rindt, the number one draw card Moss and McLaren who went on to found a modern-day legend. There were many others too, from America, Mexico and Europe. Sadly we never saw Peter Collins who ran 32 races for HWM, Vanwall, Maserati and Ferrari. Nor his team mate Hawthorn who drove 45 races for Cooper, Ferrari, Vanwall, Maserati, BRM between 1952 and 1958. Nor the quiet,

serious young dentist, Tony Brooks, 38 races from 1956 to 1961 in BRM, Vanwall, Ferrari and Cooper. One of the most gifted of drivers, Brooks seldom appears round the traps these days more the pity. But we did see Salvadori, every girl's idea of a racing driver and a model for many men too, one of the greats of the fifties with 47 races. And Innes Ireland still follows the circus now with pen and pad. Innes did 50 Grands Prix between 1959 and 1966 for Lotus and BRM. We saw Mike Hailwood, the great two-wheel champion who did his 50 races for Lotus, Surtees and McLaren in cavalier fashion enjoying the good times and shrugging off the bad only to die in a road accident in 1981. And the hugely talented Amon who drove just about everything from Ferrari to the ill-fated car of his own name in 96 races.

Remember the pleasant young Piers Courage? He had 28 starts between 1966 and 1970 when he died at Zandvoort. And there was Ken Wharton, 15 Grands Prix between 1952 and 1955 in Frazer Nash, Cooper, Maserati and Vanwall before dying at Ardmore (New Zealand) driving his Ferrari Monza. It was people like Wharton, Whitehead, Parnell and Australian Tony Gaze who brought the European influence to motor racing

The 1966 Monaco Grand Prix and Jochen Rindt (Cooper Maserati) leads Bruce McLaren (McLaren)
Photo: Nigel Snowdon

British driver Derek Bell
Photo: Mike Kable

down under in the fifties and inspired Brabham to pack his bags. And Brabham inspired others, Schenken, Perkins, Jones and his own sons. Britain turned out some first class drivers in the seventies, Watson with 152 Grands Prix, Pryce, Oliver and more recently Palmer, Warwick and Brundle. Britain needs a world champion, she already has her hero in Mansell but it may be Palmer who brings home the top award.

Statistics from the Marlboro Grand Prix Guide by Jacques Deschenaux

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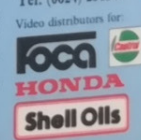
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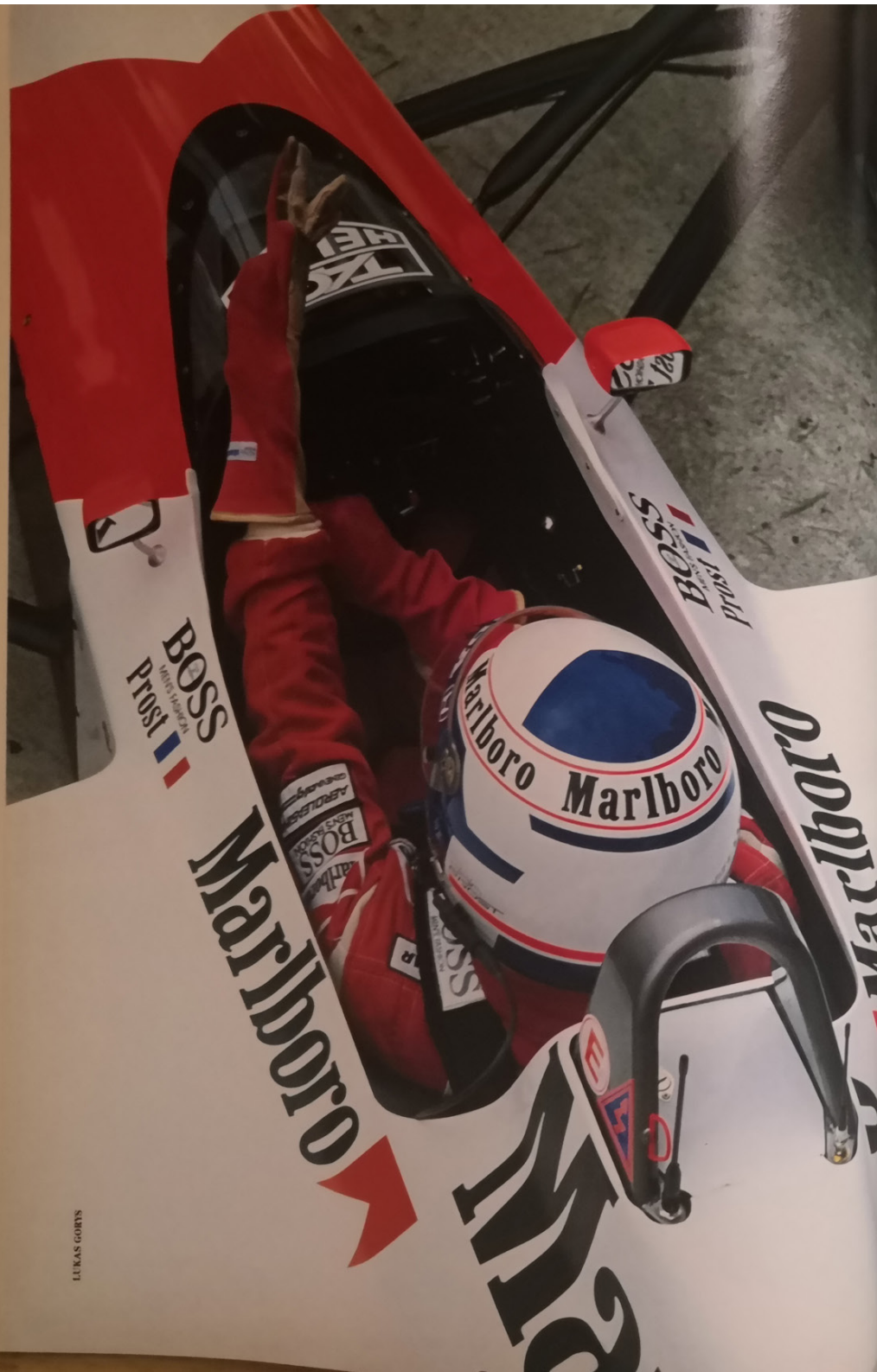


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SENSE OF BALANCE JIM CLARK 1936 -1968

BY STUART SYKES

trackside at Hockenheim serves as the most poignant reminder of the threat under which the Grand Prix aces we love to criticise are operating at every second of their professional lives.

Clark was something of an enigma: outside a cockpit, he was shy to the point of neurosis, as his habit of nail-biting showed, and never at ease with the spurious glamour of the world which his talents forced him to inhabit. But behind a wheel, his character changed: his confidence in himself was apparent in the laid-back style, the strong straight arms on the wheel, and the occasional shouts of Scottish glee as his car powered its way through a particular corner.

No higher tribute to Clark could be paid than that by Stirling Moss, whose own accident at Goodwood in 1962 meant he never really raced against Clark when both were at their peak. But Moss recalls the threat the young Scot posed: "I did race against him, and I remember particularly the Monaco Grand Prix of 1961 (which I won). But after the race I said to Rob Walker, for whom I then drove: 'With this young fellow Clark coming along, no longer will I be able to drive last year's car!' I could see already how exceptional this guy was ..."

What Moss recalls with particular fondness is the character of Clark, as distinct from the talents he showed behind a wheel. "I remember Jimmy being robbed at Indianapolis when Parnelli Jones had that oil leak. Jimmy

port is a mirror image of life itself: it creates and sometimes destroys heroes whose personal qualities — to say nothing of their peculiar talents — are larger than life as the ordinary mortal knows it. Motor racing is more apt than most sports to do so, because it adds to the usual mix of sporting ingredients one other that is unique: the ever-present possibility of death. It is endlessly interesting, too, for the sheer variety of characters it throws up. Throughout the history of motor racing, men have died for love of their sport. This is an accepted fact, and one that is part of the Grand Prix scene. Men and no-one can deny them that right. But occasionally a man comes along who seems above this everyday fear, invulnerable than Scotland's Jim Clark. Clark was twice World Champion, but from his first race win in Belgium in 1962 to his last at Kyalami on the first day of January, 1968, Clark was monarch of all he surveyed: two crowns seemed scant reward for the dominance

he exercised over Grand Prix racing in his time. Some say Clark was not demonstrably as versatile as some of his contemporaries and successors because he only ever drove for one Formula One team, but when that team was Lotus and its brilliant head was Colin Chapman, what need did Clark have to seek fresh pastures? Between them they solved problems — Clark's intuition, Chapman's engineering intelligence — and represented an unparalleled force in their particular world. But only until April 7, 1968 ... As this appears, it will be precisely twenty years since Jim Clark lost his life in a bizarre accident, not in the Formula One car that he used to dominate his contemporaries utterly, but in a meaningless Formula Two race on a German circuit that has always failed to excite the enthusiasm of race followers. When Clark died, a frisson went through the whole of motor sport. If it can take Jimmy from us, thought everyone, then no-one is safe. Clark, with his easy skills, had always embodied the perfect racing driver: at one with his machine, sure of himself, forever in control. A few seconds in Germany changed all that, and the memorial stone to Clark by the



was essentially a very straight person; when the field was ordered not to overtake, he would not, while others did. He should have put his foot down and argued later. But Jimmy was not that sort of guy."

"He was certainly the fastest driver of his day, whatever his other qualities! But as a person, he was particularly nice: he would never grumble if anything went wrong, he just got on with it. He was a true professional, in that sense. But in another, he was a professional only in the rather amateur way we all were in the Sixties. He enjoyed his racing, in a way that was not, in the narrow sense, 'professional', the way we all did then." When Jim Clark died, an age of innocence was over. The sport went unashamedly commercial, and Clark at least was spared the publicity pressures the circus image spawned. For proof of his own innate decency, we need turn only to the interviews he was giving in 1963 and 1965, two peak years of his marvellous career. "A sense of balance" was what Clark found in the two opposite poles of his life: as a farmer in the tranquillity of the Scottish Borders, and as a racing driver at the pinnacle of the world's most glamorous international sport.

"I didn't want to spend more than the

odd weekend away from home", was how he talked of his early days in the sport. He was to become the slave of his own matchless talent, and to take it to the far corners of the world — none with more dramatic effect than the United States, that self-congratulatory nation who's Indianapolis 500 the Americans saw as the very summit of motor sport. For three years running Clark and his Lotus manager Colin Chapman tried to break down the walls of the Yankee citadel; robbed by dubious officialdom in 1963 and by tyre failure in 1964, they gave a rear-engined car its first Indy win in 1965 by the margin of two minutes — perhaps the sweetest victory of them all. Not only that, but this first European triumph since 1916 at the famous Brickyard was achieved at the record average speed of 150.686 miles per hour. Asked about the challenge of motor racing, Clark gave an answer of disarming simplicity: "I enjoy the car to what I consider the limit." No-one, statements, ever had the feel for a car only that, but he had the highest regard for the pursuit which he took up as a paying hobby and made into the vehicle for his own legend. "I'm sure it is the

cleanest sport", he would say, "because everyone acknowledges it is a dangerous sport. Therefore it must be a clean sport, because the stakes are so high." The absolute trust in himself, and in those around him, shines through everything Clark said. "It's a great thing that we can all be such friends off the track", was how he spoke of his fellow-drivers. What would we give to hear today's breed speak in such terms? It is all the more dismaying, therefore, to hear Clark's views on the accidents that are part and parcel of this most deadly pastime. "Accidents", he thought, "are not the result of too much speed, but a lack of concentration. If I'm not going quickly enough, I don't drive harder — I just concentrate harder: on braking, on the way through the corners, on the power out of the corner." How could a man of this lucidity, to say nothing of his ability, be removed from the sport in a meaningless Formula Two race at Hockenheim? There could have been no pressure upon him. As his great contemporary Graham Hill said, "People claimed Jimmy was unable to withstand pressure. But he didn't have a lot of experience of people breathing down his neck — they were never usually there. And grace under pressure was the hallmark of that easy, straight-arm style

Few people were closer to Clark at the height of his racing career than Maurice Philippe, then Colin Chapman's right-hand man on the Lotus design side, and now a key member of Ken Tyrrell's staff. For Philippe, only one word will do to describe Clark: immortal. "If circuit safety as enjoyed by drivers now had been applied in Jimmy's time, he would have been unbeatable for the total number of Grand Prix wins. He had an incredible ability to make a car continue to work even though something was very wrong; when, say, a gear linkage was broken to the extent that a normal mortal would find it impossible to continue the race. That happened a couple of times, and the mechanics were just incredulous when they saw the car at the end."

Clark also had the knack of communicating, even if not in engineer's parlance: "He was able to convey what the car needed to improve performance with Jim driving it, though not in the technical terms needed to produce that change. This is why he had such a good rapport with Colin Chapman, who could translate what Jim was saying into the technical changes to meet Jim's requirements."

This, it would seem, was the one area where Clark's natural reserve did not come into play. "He was very shy, even with his associates, and it was not easy to get a conversation under way. But as a thinking driver he was the tops, and a model on which his natural successor Jackie Stewart was able to draw very heavily. I shared a plane trip back from Indianapolis with Jackie not long after Jim's death, and that's when I gathered Jackie's views on Clark."

"When Team Lotus had Jim Clark and Graham Hill in the team together, it was a real contrast in driving styles — and it emerged very clearly on inspection of the cars after a race or session. Jim could produce quick lap times with limited use of revs, while Graham worked much harder with higher revs to go slower. And a strip-down of the gearboxes needed a little experience for the observer to work out which went with which driver."

How, then, could such a man be taken from the sport in the circumstances we know? "His mastery of the machine to motor interface was such that we felt seems unthinkable that such a series of events as happened at Hockenheim should have done so, and that's what makes it all the more tragic. The right rear tyre had been deflating for some unknown reason, when Jim set off on a fast right-hand lap. Turning into the left rear tyre handled most of the road, and the right rear was still hard enough for Jim not to perceive the loss of grip. There was no chicane at that time, just a flat-out curve in the middle of the long stretch towards the East Curve. Now the quick oversteer breakaway needed immediate left lock to correct it. That transferred the weight to the right rear, which was by now in no condition to bear

the load. As the car went off, it hit a tree sideways and broke in half about it. There was no guardrail, or ditch, or earth bank to prevent it. And that was it..." of thousands of people around the world, who knew him as a sportsman whose personal qualities shone as brightly as his genius. In only 72 Grands Prix he scored 25 wins, 22 pole positions, 48 front-row starts and 27 fastest laps. In 1963 he scored seven race wins, a tally equalled only by the great French driver Alain Prost twenty-one years later, and but for mechanical misfortune he would have been World Champion four years in a row. "Strength with lightness" was the hallmark of the Lotus cars he drove exclusively in Formula One. It was also a fitting description for the peculiar qualities of the remarkable man. The intriguing thing about Jim Clark's death is its timing: he was taken from the sport at a crucial watershed in its development.

The team he drove for, Lotus, was about to drag Formula One into the modern world of sponsorship and blatant commercialism in that year, 1968, when

as we now know it. His innate modesty and manners would have turned him away from the brash self-seeking with which we are now all too familiar, and it is this very accident of history that makes his career so fascinating. In the endless arguments that make sport the source of such endless pleasure, there are those who put Clark at the top of the all-time list, even if his record of 25 wins has been surpassed by both his compatriot John Young Stewart and the brilliant Frenchman, Alain Prost.

What must be borne in mind, however, is Clark's achievement of 25 wins in only 72 starts; his ability to extract the maximum from any type of car; and his uncanny ability, if the car would get him to the finish, to do so ahead of all the rest. A quick glance at the statistics will reveal that if Jim Clark did get to the end of a race, he almost invariably got there before anyone else.

In many ways, too, Clark was the ideal ambassador for a British-based sport that was still concerned to go truly international. He won races all over the world, from Britain to Australia and New Zealand, and not forgetting South



Clark died. Gold Leaf Team Lotus would go on to the heady days of the John Player Special cars as Grand Prix racing became the prime target for commercial exploitation, and the days of the amateur driver who drove for the love of his sport were well and truly numbered. Those who knew him well say Jim Clark would have hated the Formula one scene

America. "Champagne Clark is record-breaker", proclaimed a Daily Telegraph headline in March 1968. Just 31 days later Clark died. "A light has gone out in motor racing", said the respected journal Autosport, but the simplest homage to Jimmy Clark comes again from Stirling Moss. "Jim Clark, in my mind, was one of the great racing drivers — of whom there are very, very few." ■



KEN TYRRELL

“...we expect to win in 1988”

Maurice Hamilton



“Jonathan did cover more miles than any other driver in 1987”

This is Ken Tyrrell's 21st season in Grand prix racing.

His enthusiasm for Formula One is just as strong — and just as infectious — as it was when he arrived in South Africa with a Matra-Ford for Jackie Stewart at the beginning of 1968. Since then, Tyrrell has won three world championships with Stewart. But he has also survived a couple of seasons of severe financial restraint and, in 1984, the stigma of a seemingly vindictive campaign by FISA which had the Englishman banned from the very sport he lives for. But, throughout the lean times, Ken Tyrrell kept smiling. He maintained his dignity in a business renowned for its bitterness and backbiting. And now he says the Tyrrell Racing Organisation is ready to make the most of the continuing swing towards normally aspirated engines. In 1988 Tyrrell is poised to visit the top of the victory rostrum. “I said all last winter that the 1988 World Championship will be won by a normally aspirated car,” claims Ken. “There are going to be events where the turbo-

“I said all last winter that the 1988 World Championship will be won by a normally aspirated car”

charged cars are superior by a small margin. But I think there will be more events where a normally aspirated car will be quicker and that's why a normally aspirated car will win the championship. We have, in Jonathan Palmer, a driver capable of taking the title and this season we have got to prove that we can make a car which will win the championship.” Tyrrell, of course, could make a lot of noise about his victory in the non-turbo division of the championship last year, Palmer winning the Jim Clark Cup and the Data General Team Tyrrell dominating the Colin Chapman Cup.

“To be honest, it would have been ridiculous if we hadn't won both championships,” says Tyrrell, in his usual forthright manner. “Let's face it, we were the only experienced team taking part and everyone expected us to win. We did it by a massive margin and there is some sort of satisfaction to be gained from that even though it wasn't that important. I don't think, for instance, that it helped us much in our search for sponsorship for 1988.”

“But Jonathan did cover more miles than any other driver in 1987 and that did at least show that we were reliable. But I think that the most important thing for the team was the fact that we finished equal sixth in the Constructor's Championship. That was our greatest success, particularly when you consider that we were giving away 300-350 bhp to the turbos.”

“But, as far as sponsorship goes, we haven't really made the big time. We've got to prove to people that we can win Grands Prix. That's the important thing. Tyrrell thinks of little else but winning Grands Prix. Surprised, because at the time of writing, Ken's last win was in 1983. Surprised, because his craggy countenance is rarely furrowed with the worry and tension which seems to attend one or two of his rivals in the pit lane.

The truth is that Ken Tyrrell possesses perhaps the most balanced and relaxed approach to be found in Formula One. There is always time for a smile and a

laugh but, it seems, that is misleading. “It's a cover-up,” he grins. “I am absolutely dedicated to winning. That's what this business is all about and I don't have any other business to run. I don't do anything else. My life is running a Formula One team.” And that involves masterminding a team operating out of the former lumber yard which provided Tyrrell with a living before motor racing took a hold in the Sixties. Modest by Formula One standards, the sound house-keeping of the Tyrrell Racing Organisation has been fashioned by periods of minimum finance. During 1982, for example, Ken pared the costs to the bone. They lived on a day-to-day, week-to-week basis, on a day-to-day, week-to-week basis, Tyrrell examining and approving every bill. As he said at the time “I feel very sorry for the team — and for the engineers in particular. They can't do the job the way they would like to. Engineers like to spend money like it's water; I

won't let them spend it like it's money!” Tyrrell survived and the remarkable aspect is that the majority of his team stayed loyal during an excruciating period of financial hardship. Roger Hill, the Chief Mechanic, can be spotted among the tartan-capped mechanics in the days when Jackie Stewart raced with the team. Neil Davis, the Factory Manager, worked with Ken when the team raced in Formula Three! With experience like that, it's little wonder that the Tyrrell team knows how to screw a Grand Prix car together. “It certainly had a lot to do with our reliability last year,” says Ken. We've been doing Grand Prix racing for a long time and we know how to run a DFV engine, don't we? Brian Hart, who built our engines for us, did a fantastic job and we were delighted with that. And you can't accuse us of taking it easy in the races either; the normally aspirated division was so tight at times that those





All Sport

boys drove flat out all the way." "Obviously, fifth place for Jonathan at Monaco was a good result for us, and we had hoped for something like that. But Detroit was very disappointing because this was also a race where we should have done very well. Philippe Streiff had

“Jonathan Palmer is a driver capable of taking the title this season”



just taken sixth place when a wheelnut came loose and the wheel came off. Earlier, Jonathan had got tangled up with Patrese, who was spinning, and that meant three laps in the pits to repair the suspension. We didn't want that sort of thing to happen in Detroit. The last thing we needed was for something stupid to happen. But we can't complain because we took fourth and fifth places in Germany — and that was the last thing we expected at Hockenheim! Of course, that was down to the other cars falling out — but who's complaining!" Tyrrell speaks with such enthusiasm

“In 1988 Tyrrell is poised to visit the top of the victory rostrum”

that it lends weight to the theory that he didn't care much for turbos and was all in favour of the switch to normally aspirated engines last year. He soon discounts that.

"First of all," he says, "we went to the normally aspirated engines in 1987 because we had no choice. We couldn't get a turbo engine after Renault had pulled out at the end of 1986. I agree that I was never keen on turbo engines but I think that the turbo era has been an interesting one. I think it has been good for motor sport to have a turbo era. The public have found them spectacular to watch; they like to see them catching fire! But the cost was out of all proportion. It was not possible for Formula One to sustain that sort of expenditure over a long period and that's why we are returning to normally aspirated."

When it comes to expenditure, Tyrrell has a reputation for tying his young

drivers down to a tight deal when they join the team. But few complain when given the chance to sign on the dotted line of a Tyrrell contract. Ken explains the basic rules.

"When I take on a young driver who has not done Formula One, I put him on a three-year contract with my option to renew at the end of each year. From Day One he knows how much he will earn in Year One, Year Two and Year Three. And in every case bar one recently, they have done their three years and then become free agents.

"You say we don't keep our drivers after that. Well, Michele Alboreto had an offer from Ferrari — I mean, what did you expect him to do! I would have liked to have kept Martin Brundle at the end of his three-year period, but, at the time, we were unsure about our sponsorship and couldn't give him the firm answers he needed. So he went to Zakspeed. By the time Jonathan Palmer realised he wasn't getting the McLaren drive, we had signed with Courtaulds and we consider ourselves lucky to get him."

"That has worked out very well for everyone and, apart from being an excellent driver, Jonathan has the ability to lift the team. The lads in the factory can be feeling a bit low and Jonathan comes in for a seat-fitting or whatever, and his enthusiasm really has a terrific effect."



“With Julian Bailey this year, we start by telling him that we want him to bring the car back at the end of every practice session”



Palmer, in fact, was experienced in the ways of Formula One when he joined Tyrrell but Ken has earned a reputation for fostering young talent. It is almost regarded as a school for promising pupils. "We have always been sympathetic towards young drivers simply because we have been unable to afford the more experienced ones. Believe me if I could afford Alain Prost, I would sign him tomorrow! So we have little option but to look for the driver who is on the way up; one who is going to do well in his second year with us, and perhaps do very well indeed in his third year."

"With Julian Bailey this year, we start by telling him that we want him to bring the car back at the end of every practice session and we want him to finish the race. We just want him to get miles under his belt. Then, towards the end of the season, we would hope that he could be in the points once or twice. That's all we would expect of him in his first year." Tyrrell will father the new boy along. He will tell him what to expect from the moment he arrives at the airport to the second the lights turn green, where to eat, how best to travel, how to start the race, how to change gear.

"Perhaps one of the best points about our cars is that, over the years, we have sorted out our transmission and we like a nice easy gear change for the driver. If he starts bending selector forks, we show him how the gearbox is made and why he is missing gears. If you are going to knock the corners off the dog rings then the car is going to jump out of gear and if the car jumps out of gear, the engine will over-



“ Believe me if I could afford Alain Prost, I would sign him tomorrow ”

rev, a valve spring will break and you are out of the race.”

Ken Tyrrell will be 64 this year and his enjoyment of motor racing shows no sign of waning. But he admits to calling upon his deepest reserves in 1984 when the row with FISA excluded him from the championship. Trouble started when Martin Brundle's car was thrown out of second place in the Detroit Grand Prix for allegedly ... well, the charges were changed so many times it's difficult to say precisely what the charges were ... but the upshot was Tyrrell's exclusion from the final three races of the season. He was branded a “cheat”. And that, for a man of Ken's truly British integrity, hurt. It was the low point, by a long way, of his association with Formula One. For once, Ken's seemingly indomitable spirit had taken a severe beating.

“I felt dreadful,” he says quietly, “quite dreadful. Being banned by the international controlling body for something we didn't do was ... well, let's just say, it was a very bad period for us. Did I feel like giving up? No, I didn't because I like motor racing too much for that.”

And that is, perhaps, understating the case. Tyrrell will turn up to Formula Three and Formula 3000 meetings and mingle quietly in the crowd. Not for him

the pit lane and the posing. Ken prefers to sit in the grandstand, enjoy the racing and keep an eye on the young drivers. That's how, for example, he first spotted Julian Bailey as the Englishman held fourth place in his first Formula 3000 race at Donington, and then went on to lead the Brands Hatch round from start to finish.

“I think,” says Tyrrell, “that if you can actually lead a race from start to finish — even if the race was stopped a few laps short — in such a competitive series as Formula 3000 then I think you have got something. And Julian has had sufficient results to show that he has got something. The only way to find out if he is going to make it in Formula One is to actually do Formula One.

It's no good putting him in a test car; that doesn't tell you much. He's got to get out and get amongst them. I think he'll be alright.”

Given the chance, Tyrrell says he would make very few changes to Formula One as we know it today. “There's nothing major that bothers me,” he says. “But if I were God and things were done because I said they were to be done, I would want — except after the Grand Prix itself. For example, I wouldn't want anyone in Rio before the start of the season. I think pre-

race testing makes a massive difference between the competitiveness of the wealthy teams and the rest. I would like to see the less financially secure teams operate on a more equal footing.

“Don't get me wrong, the wealthy teams should be able to spend more money on cars and employ the best drivers; that's how it should be. But I would like to see some of the inequalities removed.

“Also,” he says, warming to the theme, “I think it's absolutely right that there should be no starting money but prize money instead. In other words, you should receive money according to your results — but I would change the way it is distributed at the moment. I would put slightly less at the top and spread more among those finishing lower down the order. But I don't think the people who fail to qualify deserve money. On the other hand, I do feel that anyone who finishes below 20th place should receive something. At the moment it's zero. And I think that's wrong.

“For years, when we were doing well, I wouldn't have agreed with making a change like that! But I speak now as one of the less wealthy teams. And yet I can say it now without appearing to complain because, in 1988, we expect to be at the top end of the scale — winning races!” ■



Today's CART scene is a tasty blend of traditional European Grand Prix competition and classical Indy Car oval racing. But it wasn't always like that...



CART VS F1



DAN KNUTSON

The CART cars of Mario Andretti and Roberto Guerrero

CART racing has its detractors amongst the Formula One crowd. And there are CART folks who scorn Formula One. Both series have much to offer to competitors, sponsors and fans. Hearing names like Mario Andretti, Emerson Fittipaldi, March and Cosworth, you could be at a Grand Prix. But when you add AJ Foyt, Bobby Rahal, Penske and Chevrolet, you realise that you are in the world of CART Indy Car racing.

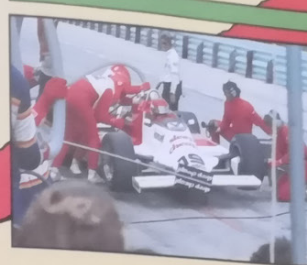
Today's CART scene is a tasty blend of traditional European Grand Prix competition and classical Indy Car oval racing. But it wasn't always like that. From the first Indianapolis 500 race in 1911 through the early 1960s, Indy Car racing had developed into something uniquely American: Giant front-engined roadsters which competed on paved and dirt oval tracks.

When Jack Brabham showed up with his tiny rear-engined Cooper in 1961, the Indy Car establishment laughed. Traditions die hard at Indy. Yet whether the Indy fraternity liked it or not, the traditional roadsters were heading for their long overdue resting places in museums. The roadster era ended in 1965 with Jim Clark's Indy 500 win in his Lotus Ford.

The modern CART era began in 1978. Indy Car racing had been sanctioned by the American Automobile Association from 1909 until 1955, then the United States Auto Club (USAC) took over control. By the 1970s many of the competing teams were unhappy with USAC.

Dan Gurney recalls those days: "We were stagnated," he says, "and our roadblock was USAC's 21-man Board of Directors. They were unresponsive to the idea that there needed to be a major overhaul."

With USAC unwilling to change, team owners Roger Penske and Patrick Goetz founded Championship Auto Racing Teams (CART) in 1978. Two of the base concepts of CART were that "it would be more responsive to competitors, sponsors, promoters, the media and fans," and that the "economic viability of the Indy Car racing business would be



Bobby Rahal Pits in the RA CART (82)

The CART 86 Lola

improved for all concerned."

CART is run by a board of directors consisting of eight team owners, a driver and a chief mechanic. Unlike other American sanctioning bodies such as IMSA, SCCA and NASCAR, CART does not belong to the FIA. It is, as far as the FIA is concerned, an outlaw series.

Both USAC and CART ran Indy Car races. They fought a political war, the details of which we will not go into, suffice to say that CART won. Today, CART runs Indy Car racing. The only Indy Car race sanctioned by USAC is the Indy 500. The CART PPG Indy Car World Series grew quickly. PPG Industries, a paint,

glass, fibreglass and chemical company, has sponsored the series since 1980.

Entry lists, which already contained the established Indy Car names, grew when teams such as Haas, Newman and Galles, and drivers like Bobby Rahal, Danny Sullivan and Geoff Brabham left the waning Can-Am series in favour of CART. The arrival of the Can-Am teams tied in nicely with CART's changing venues. While Indy Car racing had once been nearly exclusively "turn left" oval racing, road and street circuits were now continually being added to the schedule. This was all part of the changing face of Indy Car racing. Read on for a closer look at the world of CART and how it compares to Formula One.

CART tracks differ vastly.

There are super speedway ovals like Indianapolis and Michigan; short track (1.6 km) ovals like Milwaukee and Phoenix; street circuits like Meadowlands and Cleveland; and traditional road circuits like Road America and Mid-Ohio.

Race distances and lengths differ accordingly

The longest events are the 500 mile (800 km) oval races. It took Rick Mears three hours and 11 minutes to win the Pocono 500 last year. Roberto Guerrero, meanwhile, won the Phoenix 200 mile (320 km) race in one hour and 26 minutes.

Race distances on the road and street events range between 240 km and 320 km. A Grand Prix is between 300 km and 320 km. CART road races, like their Formula One counterparts, last from one and a half to two hours.

How about speeds? In 1986 Mears averaged a staggering 350 kmh for one lap around the steeply-banked Michigan oval. New rules have since slowed the cars, and last year Michael Andretti won the pole at Michigan at 344 kmh.

The slowest qualifying lap came at Long Beach where Mario Andretti averaged 146 kmh through the streets. CART road races are run like Formula One races. Oval racing has its own traditions. A major difference is, of course, the use of the pace car. An



Three-time CART champion and twice Indy 500 victor Rick Mears

accident or incident such as a stranded car results in the entire circuit going under a yellow light caution period. The pace car comes out, slows the field down and bunches them up behind the leader. That leaves the rest of the course clear for the safety crews to work. It may seem unfair for the leader to have his advantage taken away, but the next time around he may be the driver in second place. And closing up the field definitely makes for exciting racing.

Other differences with oval competition — they don't race in the rain and they use a different qualifying procedure. Grid positions are set by single car qualifying runs.

Two nameplates can be found on nearly every car racing on CART tracks. While Formula One rules require each team to be a constructor, CART is dominated by just two chassis — March and Lola. The only other successful constructor is Roger Penske, but his cars have been uncompetitive in the past four years. Porsche entered the scene last series, but their fist chassis was a failure.

Having just two chassis does not make CART a boring generic series, rather it helps make it more competitive.

CART cars have ground effect tunnels (but no skirts), while Formula One cars have had flat bottoms since 1983.

Along with being a two chassis series, CART had also been a one engine series. But that's changing.

Just as Ford Cosworths dominated Formula One during the 1970s, so too have Cosworths played a powerful role in Indy racing. The first Cosworth appeared amongst a field of Offenhauser motors in 1975 and by 1979 every race winner was powered by Cosworth. The engine is a 2.65 litre turbocharged



Bobby Rahal in discussion with crew chief Steve Horne

version of the 3 litre Formula One Ford Cosworth DFB V8 model. Ford was not interested in Indy Car racing when Cosworth entered the scene, so they declined to become involved with the project. Thus the engine was merely called the Cosworth DFX.

Cosworth's rule has been challenged in the past two years. Chevrolet became involved with a pure-bred racing engine built by Ilmor Engineering in England. It's a V8 as is the Judd Honda. And at the end of the 1987 season Porsche made its Indy racing debut with their V8.

Buick has been developing a V6 based on a stock production block (as opposed to an engine built purely for racing). Chevrolet also has two stock blocks — a turbocharged V6 and a normally aspirated V8.

Chevrolet has been Cosworth's main challenger with the Ilmor Chevy winning five races and eight poles in 1987. That ended Cosworth's eight year winning streak. Now that champion Bobby Rahal is running a Judd Honda, it will become contender.

The rules allow the pure racing engines to be a maximum of 2.65 litres. Engine displacements on the stock blocks are set at 3.43 litres for turbocharged and 5.68 litres for non-turbocharged. Pop-off valves limit the boost pressure to 45 inches. That's 1.57 bar compared to Formula One machines whose pop-off valve is set at 2.5 bar.

Indy engines use methanol fuel, and the car's tank capacity is limited to 139 litres. Turbocharged Formula One cars are limited to 150 litres per race, while non turbo Formula One cars have no fuel limits. An engine running on methanol requires a fuel/air mixture twice as rich as a gasoline engine. Thus a turbo Formula One car can go twice as far as a CART on a litre of fuel.

Refuelling is not allowed during a Grand Prix. In CART, however, pitstops for fuel and tyres play a strategic role. While Formula One allows an unlimited number of crew members to work on the car during a pitstop, CART only permits six people over the pit wall.

CART races use a rolling start. Points are awarded on a sliding scale from 20 points for winning to one point for 12th. The fastest qualifier gets a point as does each

driver who manages to lead at least one lap.

Prize money figures are published in CART, while the combined efforts of the CIA, the KGB and the MI6 couldn't find out who gets what in Formula One.

PPG posts over US\$2 million in prize money. Half of that goes into a point fund which is distributed amongst the top 20 points winners. In 1987 first place in the points was worth US\$300,000.00 from the fund, second brought in US\$200,000.00 and so on down to 20th which paid out US\$5,000.00.

CART also has a lucrative sponsorship contingency program. All told, Rahal's 1987 championship was worth a total of US\$1.2 million in prize and contingency money.

TEAMS & DRIVERS

Truesports racing — Bobby Rahal — Budweiser, Lola, Judd Honda.

Rahal has won the CART championship for the past two years. Jim Trueman, owner of the Mid-Ohio circuit and the Red Roof Inns motel chain, competed in the Can-Am (in the 2 litre class), and it was there that he met crew chief, New Zealander, Steve Horne. When Trueman decided to go Indy Car racing in 1982, he persuaded Horne to run his team. Another Can-Am participant — Rahal came on board as the driver.

That year Rahal won twice and finished second in the championship. Rahal won the Indy 500 in 1986 — it was his parting gift to Trueman who died of cancer 11 days later.



Kraco Racing — Michael Andretti — March, Cosworth.

In 1986 and 1987 Michael Andretti was Rahal's main challenger for the championship. Michael, son of Mario, won more races than anyone in 1987 (four to Rahal's three), but could not match Rahal's consistency. That's something Kraco Racing, under the direction of Australian Barry Green, will be out to change in 1988.

Roger Penske Racing — Rick Mears & Danny Sullivan — Pennzoil/Miller, Penske, Ilmor, Chevrolet

You could fill this magazine with Roger Penske's accomplishments and still not get past the first chapter of his career —

The glamour of CART — Al Unser Senior, Mario Andretti and Brabham

his privately held Penske Corporation generates US\$900 million in annual revenues; he is a CART director; and his team has won six Indy 500s and seven Indy Car Championships, not to mention an assortment of Can-Am and Trans-Am titles.

You simply cannot find a more meticulous team or more immaculate cars than those of Penske. While just about everyone else buys a March or a Lola, Penske has always built his own cars. In the past four years, however, they have been uncompetitive and the team has used Marches. But the 1988 Nigel Bennet-designed Penske PC17 look promising. Penske's drivers are three-time CART champion and twice Indy 500 victor Rick Mears, and former Tyrrell driver Danny Sullivan who spun and won the 1985 Indy 500. Al Unser Sr will probably drive select races for the team.

Newman-Haas Racing — Mario Andretti — Amoco, Lola, Ilmor, Chevrolet

Actor Paul Newman and Carl Haas ran competing teams in the Can-Am before joining forces in CART. While some teams switch from Lola to March and back again, you can always be sure that this team will run Lolas, for Haas is the US importer of the marque. Before joining the CART ranks, Haas' teams won three Formula 5000 crowns and a huge cigar, made a Formula One sojourn with the ill-fated Beatrice effort in 1986. Mario Andretti has driven for Haas' CART team since 1983, and they won the



Emerson Fittipaldi in the Marlboro March



Michael Andretti discusses the handling of his car



Inside the cockpit of the CART Lola

championship in 1984. It was Mario's fourth Indy championship which he added to his incredible record that includes wins in the Indy and Daytona 500s and the Formula One world championship.

Patrick Racing — Emerson Fittipaldi — Marlboro, March, Ilmor, Chevrolet
Pat Patrick has been fielding Indy Cars for the past 15 years, with drivers such as Mario Andretti, Johnny Rutherford and Gordon Johncox, his team has won four Indy 500s and eight championships. His present driver is two-time world champion Emerson Fittipaldi. Although he won twice in 1987, Fittipaldi had a troubled season.

Vince Granatelli Racing — Roberto Guerrero — STP, March, Cosworth
Guerrero crashed badly while testing at Indy last September. He was in a coma for two weeks, but fortunately is now fully recovered. His return to the cockpit saw him crash and break his foot while practicing for the IROC race at Daytona. He, remains, however, one of the strongest challengers on the CART scene. Vince Granatelli is the son of Andy Granatelli who, along with STP, played a major role in Indy Car racing in the 1960s.

Rick Galles Racing — Al Unser Jr — Valvoline, Lola, Cosworth

Al Unser Jr and Galles Racing grew up together in Super Vees and the Can-Am before graduating to CART in 1983. Unser Jr, son of four-time Indy 500 winner Al Unser Sr, spent 1985 through 1987 with Shierson Racing. In 1985 father and son fought for the championship until the final race where Senior beat Junior by one point. Now, "Little Al" is back home again with Galles. He is one of America's best new drivers. Galles has cut back to a one car team, and that left the talented Geoff Brabham looking for a CART ride.

Doug Shierson Racing — Raul Boesel — Domino's, March, Cosworth
Shierson Racing went winless in 1987 with Al Unser Jr, but the team still managed to place third in the points. Unser's seat has been taken over by 187 Sports Prototype World Champion, Raul Boesel.

Holbert Racing — Teo Fabi — Quaker, State, Porsche

The much-feared Porsche debuted at the end of 1987 with two poor showings. Mario Andretti was all set to drive for the team until he saw how obsolete the chassis was. Teo Fabi, who won the pole for the 1983 Indy 500, left Formula One and signed in Mario's place. Porsche has hedged their bets by buying a March chassis as well as building up one of their own.

The rest of the CART contenders include Kevin Cogan and Arie Luyendyk with Dick Simon Racing; Johnny Rutherford on Kenny Bernstein's team; Derek Daly and Raynor Racing; Hemelgarn Racing with Ludwig Heimrath Jr; John Jones and Arciero Racing; John Andretti (Mario's nephew) on Mike Curb's team; and the legendary A J Foyt.

Such is the world of CART — the mixture of American oval racing and European road racing.

CART racing has its detractors amongst the Formula One crowd. And there are CART folks who scorn Formula One. Both series have much to offer to competitors, sponsors and fans.

So which series is better? The answer is both.

CART Car Specifications:

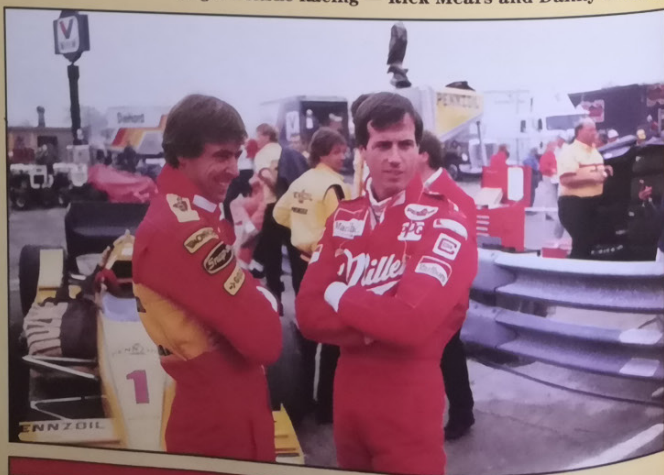
Maximum length — 467.30 cm
Maximum height — 91.40 cm
Maximum width — 199.20 cm
Maximum front wing width — 160 cm
Maximum rear wing width — 109.20 cm
Maximum wing setback — 88.90 cm
Minimum wheelbase — 243.80 cm
Minimum weight — 703.70 kg (turbocharged)

— 669.60 kg (non-turbocharged)

Engines:

Turbocharged four-cycle overhead camshaft — maximum 2.65 litre
Production-derived single non-overhead camshaft with-pushrod operated valve mechanisms — 3.43 litre turbocharged — 5.87 litre non-turbocharged. ■

Roger Penske Racing — Rick Mears and Danny Sullivan

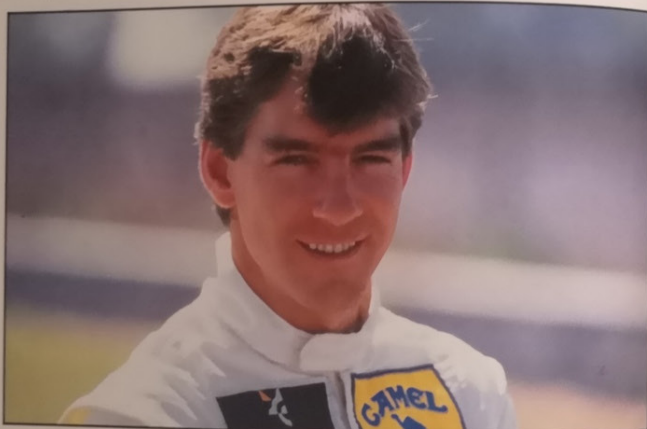


ABOVE AVERAGE TALENT

The great thing about 'Uncle Ken' Tyrrell is that he watches the junior formulae with interest. That's how Martin Brundle got his Grand Prix break, and the late lamented Stefan Bellof. Both were promising young lads from further down the racing scale who were either noticed by, or brought to, Ken's attention. In the case of Julian Bailey, Tyrrell's new British lad for 1988, Ken watched him a couple of times in Formula 3000 the previous year. And he was impressed. "There's no doubt in my mind that Julian has above average talent," says Ken firmly. "I watched him at Donington Park in Formula 3000 at the start of last year and marked him out as a man to keep in mind. Then I heard about his impressive run to fourth place at Enna, so when the time came for the Brands Hatch race, I went along to check him out. That was the race he won, handling himself with great maturity and confidence in what were very difficult conditions." Bailey controlled the pace of the race beautifully, running out the winner by just over three seconds from Mauricio Gugelmin's Ralt-Honda. Gugelmin is now one of his fellow Formula One debutants, the Brazilian driving alongside Ivan Capelli in the Leyton House March team.

Formula One is a hard road, usually offering but a single chance. However, whereas Brundle finished fifth in the 1984 Brazilian Grand Prix, his maiden Formula One outing, Bailey suffered the ignominy of failing to make the cut. He wound up a non-qualifier. A week or so before, he had remarked, "I'm not even giving any thought to the possibility of failing to qualify." But now, armed with a Tyrrell 017 plagued with terminal

understeer thanks to an excessively rearward weight bias, in addition to possibly flexing front suspension, life didn't look so rosy. However, Bailey has taken some knocks before on his way up the ladder and, as Ken points out, better to fail to qualify



for the first race of the season than the last. Formula One is very much a world in which you are judged by what happened in your last race. Last month is ancient history.

Although only 26 years old, Julian Bailey has packed a great deal into his motor racing career so far. In some ways, he could be regarded as a veteran. He began karting whilst living with his parents in Minorca as a teenager, returning to Britain to try his hand in FF1600 at the tender age of 18 in 1979. He did a series of ten races, winning one and crashing in nine. The seeds of ambition were now deeply sown, but even more trouble was lying in wait on the route to stardom. After the 1980 season spent driving FF1600 for the factory Royale team — "partnered with, would you believe, Jonathan Palmer who I once actually managed to take off during a race!" — everything seemed to go dramatically wrong in 1981.

Drained of finance, John Crossie's Ulster-based company threw him a lifeline with the offer of an outing in their latest

FF1600 creation. Dicing hard at Snetterton, Julian watched in horror as the radiator fell off the car in front, right into his path, as they sped through the tricky, flat-out Russell kink just before the pits. Net result? A massive, end-over-end shunt which put him in Norwich

hospital for three months with many broken bones and, more worryingly, a partly paralysed arm. Undaunted, before the end of the season, he was racing again in a Van Diemen and, as he's proud to point out, running faster than ever at Snetterton.

In 1982 it all came right. "Although I only had £1000 to my name, borrowed at that, I managed to get a deal together to drive one of the new Lolas which looked so promising. It worked out famously." Throughout the season he battled fiercely over the two major national British FF championships with Mauricio Gugelmin — the Townsend Thoresen and RAC contests — and wound up winning the 'TT' although his Brazilian rival got the better of him in the other title chase. After winning the prestigious season's end Brands Hatch Formula Ford, Festival, Julian got the backing together to make the move up into FF2000 the following season, but for a variety of reasons, the challenge turned sour after some initial promising placings. Fortunately a switch of teams mid-way

through the year salvaged some of his upward momentum and he rounded off the year winning the inaugural Brands Hatch-based televised five-race BBC Grandstand Trophy which helped keep him in the public eye.

"I was keen to try my hand in Formula 3 for 1984, but it turned out that I'd made something of a tactical error the previous summer when I'd been asked to try a Formula 3 car by Dave Price and BP's Les Thacker and declined because I'd already agreed to do an FF2000 test," he remembers. Johnny Dumfries got the chance of testing the car Julian had declined, making such a good impression that he was signed up to drive Formula 3 in 1984, leaving Bailey to tackle a second season in FF2000.

In 1984 Julian had to fend off a firm challenge from another promising Brazilian star, Maruzio Sandro Sala. "He beat me fair and square to the championship," admits Julian, although it must be said that Sala benefited in the early season races from the use of tyre-warming ovens which were later banned by the RAC at this modest level of single water competition.

The next problem came at the start of 1985 when BP withdrew from competition support. It wasn't just a question of losing finance, but also of crucial contacts with people who were extremely influential and well connected in the motor racing business.

"So there was nothing for it but to go to the bank and borrow £10,000 to rent a drive with Dave Price at the wheel of a Reynard." He qualified third for the British Grand Prix support race, but that was about as far as it went. Financial considerations eventually obliged him to take up an offer to drive the Madgwick Motorsport Saab-engined Reynards with which Sala and Anthony Reid had been battling for much of the year. It wasn't a success, but Julian kept slogging away in Formula 3 at the wheel of a Swallow Ralt-VW the following year, although that netted little in the way of results. To those on the touchline, it was beginning to look as though Bailey's career was turning into something of a lost cause.

The key to his Formula 3000 aspirations were Burwill (now Braemar) and Swedish Finance, both of whom Julian

got put in touch with through Tim Stakes at Swallow Racing, whose Formula 3 Ralt he had been driving in 1986. Julian by this stage just knew that he had to move up out of Formula 3 because he'd been there too long and Formula 3000 looked like the ideal ticket. However, lack of



backing meant that he was obliged to accept an offer to drive the all-new Formula 3 Swallow 387 F3 car, but although initial tests proved encouraging, Julian quickly came to the conclusion that this route offered him little opportunity to enhance his reputation, by this stage in need of a major boost.

Thankfully, a chance phone call from Mike Collier at GA Motorsport got the offer of a drive in their Formula 3000 Lola for the three British races at a bargain basement price. "I then approached Cavendish and asked them whether they would consider backing me for those events," recalls Julian, and they just replied "sure, send us the invoice..." Then at Donington I ran in the top six and they expanded their involvement for the entire season. At last I was in a car I thought I could really drive, really make some progress with..." The rest is history, with that splendid victory at Brands Hatch in August catching the attention of Ken Tyrrell who was extremely candid with Julian about his prospects of a drive. The Formula One entrant told him, yes, he was on the list and, yes, he would have to produce some sponsorship. About £500,000. It seemed like an enormous amount, but, in truth, as a contribution to a Formula One budget, it represented a minimal proportion of the cost of fielding a Grand Prix challenge, even in a normally aspirated car.

"It was important, of course, that I kept my options open just in case the deal

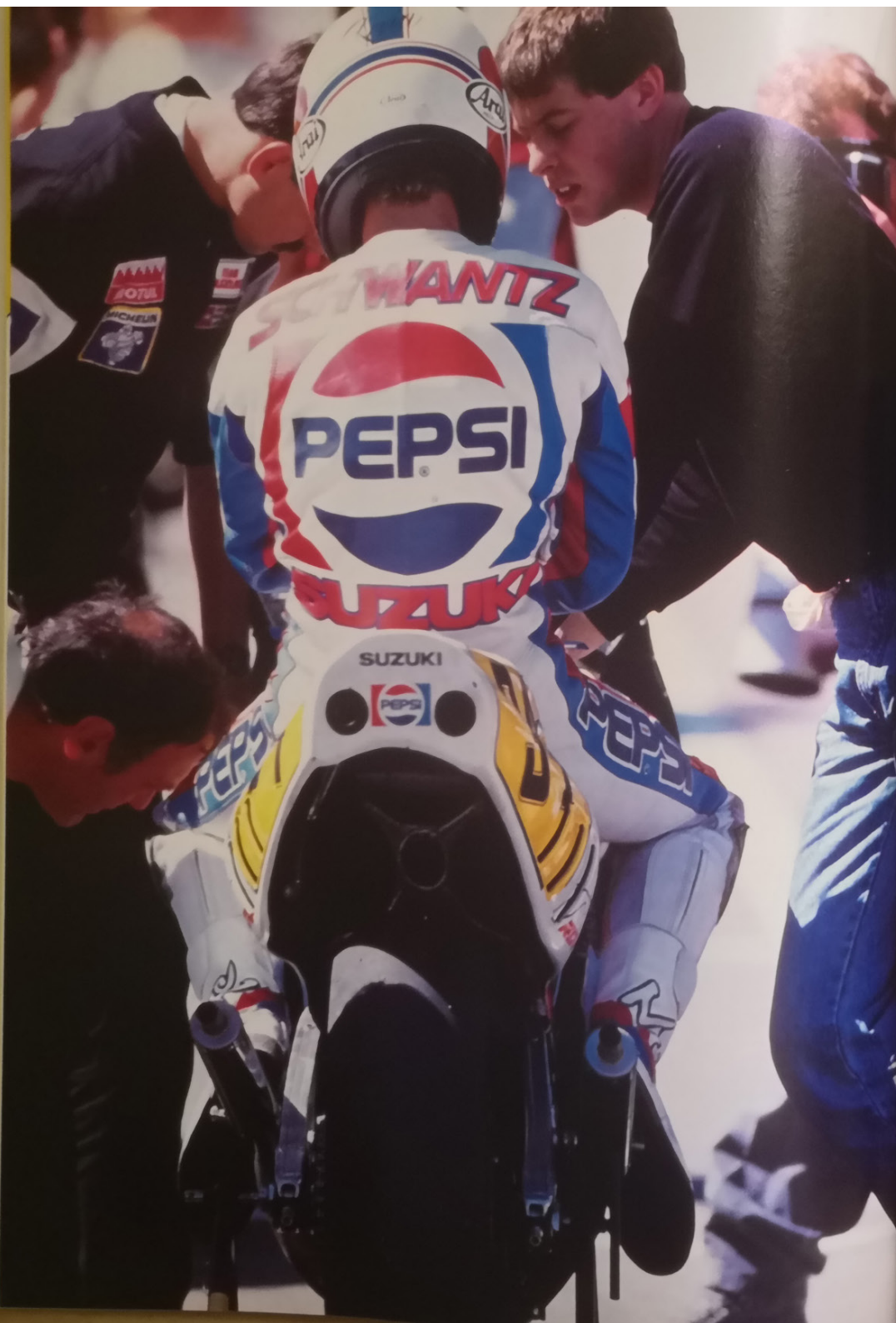
didn't materialise," reflects Julian, so I kept talking to several Formula 3000 teams and even signed a provisional deal with Robert Sygne and Madwick Motorsport which contained a release clause which would get me off the hook if the Tyrrell deal finally came up. I knew who the other drivers were on Ken's list and, one by one, they did deals elsewhere. But only when Stefan Johansson came up with his Ligier deal did I really think that things would begin moving.

Finally, on March 1, Julian was invited down to the Tyrrell team headquarters at Okham where Ken surprised him by telling him that he'd got the drive. "Come back at four o'clock and we'll sign the contract." Four o'clock could not come soon enough and, as expected, Julian put pen to paper on a three year deal, all the options being on Ken's part. Jackie Stewart, Jody Scheckter, Michele Alboreto, Martin Brundle, Jonathan Palmer... A long list of talented and highly accomplished names who made their reputation or, in recent years, gained the Formula One grounding with Ken Tyrrell. Now Julian Bailey, the 26 year old who runs a pub with his brother in Hertfordshire, had the big break. It may be in a distinctly paternal environment because Ken Tyrrell is a disciplinarian of the old school. But, as Michele Alboreto has often said, "I honestly believe there is no team better than Ken's for a new driver to learn the ropes with. He is a fantastic man, honestly."

Julian Bailey will bear that in mind, even if the trials and tribulations of the next few months sometime seem overwhelming. His foot is now on the bottom of the ladder to fame and fortune — and he won't allow himself to be dislodged without a ferocious fight...

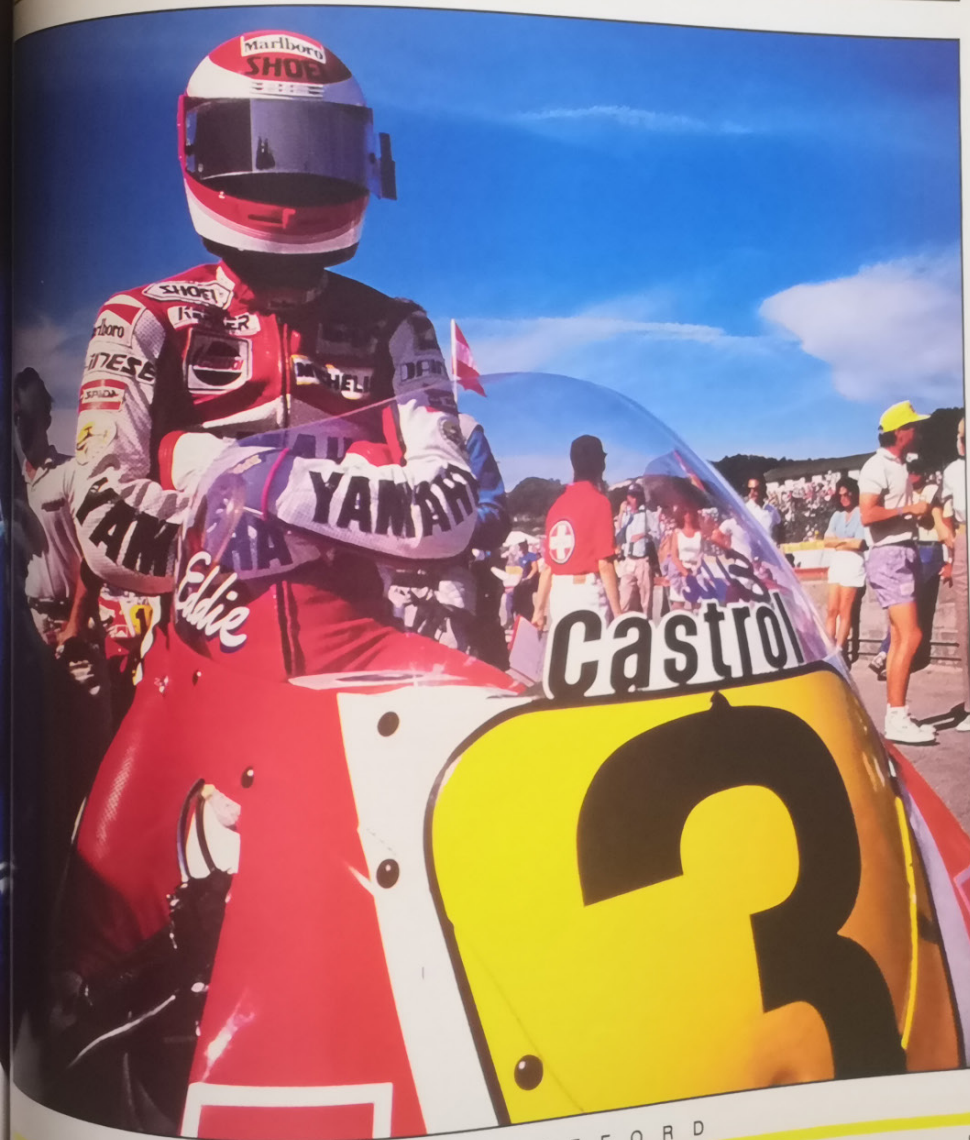


JULIAN BAILEY



500cc

THE SEASON AHEAD



PETER CLIFFORD

SUZUKA

Nothing could have been better than Kevin Schwantz winning the first Grand Prix of the season. It blew the season wide open turning a projected two way battle into a completely open race. Suzuki's last Grand Prix win had been at Hockenheim at the end of the 1982 season when Randy Mamola won. Franco Uncini had already clinched the title ending a run of four championships in seven years for Suzuki. Since then Honda and Yamaha have shared the honours.

1988 was expected to be a straight fight between Wayne Gardner and Eddie Lawson much as 1987 and 1986 had been but with Schwantz winning at Suzuka after a thrilling race-long battle with World Champion Wayne Gardner the year looks wide open.

From day one it is a three rather than a two horse race and if you listen to triple World Champion Kenny Roberts now manager of the Lucky Strike Team he is confident that his men, Californian Wayne Rainey and Hoesham's Kevin Magee, will be right at the front even though neither have done a full season of 500cc Grand Prix racing. "I do not expect them to win the World Championship in the first season but it won't just be Lawson against Gardner I am sure that Wayne and Kevin will be right there, they might even win a few races and the others are going to have to break lap records to stay in front. I want my riders to learn so that they can go after the championship next year. This year I don't want them getting in over their heads and crashing."

Roberts was talking before the Japanese Grand Prix and in fact both his men fell during wet practice though neither was injured. They had a very successful pre season test session at Jarama, the venue for the Spanish Grand Prix, the first round in Europe late in April. Both men circulated right on the lap record testing the 1988 model Yamahas with new engines. The V angle is increased from 60 to 70 degrees allowing a better weight distribution which along with a stiffer frame produces a quicker handling machine.

Magee and Rainey were disappointed with their performances in the Japanese Grand Prix, both suffered tyre problems using rear Dunlops that were too soft even though the weather was bitterly cold and there was a cold wind blowing. The Yamahas were also performing badly



through poor carburation the excuse being that with two days of wet practice at the first Grand Prix had left the teams racing unsorted machines. Those responsible for the Lucky Strike machines are Kiwi Mike Sinclair with the assistance of Australian Warren Willing who worked with Magee for two years while he rode for the Australian Marlboro Yamaha Team and now shares his life between his prime function as Team manager in Australia and as special assistant to Magee at the Grands Prix. Both will be working flat out to get the Yamahas carburing better before the Honda riders stack up a points advantage. The new Yamaha seems more competitive than last season's which started the year with such a power disadvantage to the Honda that it never recovered. The carburation has to be sorted out though and it is a problem that has plagued the V four ever since the first version was run in 1983.

The Marlboro Yamaha team suffered the same problems as the Lucky Strike squad with Lawson complaining that the bike would not pull and after he made a poor start the lack of speed made it impossible to catch up. "I think that if I had got off

the line with them I would have been able to make a race of it. I don't know what was wrong with the bike, I hope it was just the weather conditions because I thought we were going to be more competitive than last year. The bike certainly turns in quicker and it is faster but I don't know if it is fast enough. Lawson chased Schwantz and Gardner home but it was the first two that provided all the excitement, swapping places and fighting side by side almost all the way. Gardner looked at first to be pacing himself. It looked that way principally because no-one expected Schwantz on the Suzuki to be a serious threat. In fact the World Champion was having problems with the bike. "There was something wrong with it and it did not want to run cleanly on four cylinders. Half the time it wouldn't go and then it would cut in and wheeler, it wasn't easy to control. I thought about giving up and settling for second and I eased off but he didn't get away from me so I got back at him again."

Gardner did get past Schwantz but could not get clear and the Texan regained the advantage as the race ran towards its close. Gardner might have been sitting

there waiting to make his move on the last lap but he was leaving it precious late. "I planned to pass him going into the chicane on the last lap. I didn't think it would be too much trouble, I had been watching him there easily every lap. I decided to be right behind him going down the straight so accelerating up the hill to Spoon corner I was trying hard. The back end stepped out and I had to straighten up."

Gardner ran out of road and went off the track at about 150 mph but he was lucky. Only at that point on the circuit there is a tarmac road leading to the helicopter landing pad. After a short trip across the tarmac Gardner was back on tarmac and able to sort himself out and get back on the track still in front of Lawson.

Fourth was Niall Mackenzie on the HB Honda, another factory bike just like Gardner's. Mackenzie had won the non championship 2 plus 4 meeting two weeks before and despite the fact that one of the three who finished in front of him at the Grand Prix were racing that weekend he was still disappointed with the result in the World Championship round.

He had been challenging Lawson for third place until a bad slide forced him to slow. What annoyed Mackenzie and frustrated both him and team engineer Kiy Kanemoto was that Mackenzie was slipping over a second slower than at the 2 plus 4. They could not explain it and the Grand Prix had not been run at a fast pace. If Gardner and Lawson had problems was the Suzuki victory really indicative of form for the rest of the season?

It is so often the case Suzuka posed more questions than it answered. If all riders are running to top form is the Suzuki a Grand Prix winner? Can Magee and Rainey challenge Gardner and Lawson? Is the Yamaha any match for the improved Honda? Has Mamola made a disastrous mistake joining Cagiva?

When Mamola was dropped from the Lucky Strike team after finishing second in the 1987 championship there were a



few choices open to him. It basically came down to Suzuki or Cagiva. He said before the season started that the way he saw it both teams were in the same boat, both were outsiders and he would gain more respect etc by helping Cagiva to victory than he would helping a Japanese company like Suzuki who had been winners in the past.

In thinking that both Suzuki and Cagiva were in similar positions he seems to have been mistaken. The Suzuki won in Japan while Mamola barely managed two practice laps at a time and pulled out of the race after eight laps saying that the bike was unrideable. Last year's Cagivas had been quite fast and handled well but the Italians are notoriously disorganised and if that was not enough



of a caution the team were set on using Pirelli tyres even though the company had no Grand Prix experience to speak of at all. Mamola was certainly taking a lot on and to make matters worse his build up to the start of the season included a bust up with his long time girlfriend and a testing crash that knocked him out for the first time in his career. He is the most popular rider in Grand Prix racing but his competitiveness is right on the line this season.

One competitor that never rated that highly in the popularity poles was Freddie Spencer who despite being a great rider made few friends by having a rather hard to understand attitude to those he worked with. He could leave them waiting for him at test sessions and races and never turn up. A good number of people felt he let them down and few tears were shed when he announced his retirement just before the Japanese Grand Prix saying that a wrist problem that had plagued him for two years would never clear up. He had been racing since he was six and was burnt out at 27. The winner of the 250 race at Suzuka, arguably the hardest class, was Toni Mang, 38 and a five times World Champion. He didn't start racing until he was 21.

Spencer was to have ridden in the same Rothmans colours as Gardner but actually would have been under the umbrella of Kanemoto who has been his mechanic and advisor for most of his racing career.

Kanemoto is now left to look after Mackenzie and it will be interesting to see if he can break through to challenge the top man like Gardner and Lawson in a way he could not manage in 1987. The problem he had last year was that in trying to match the top two he fell too often. He could lap quickly but was unable to adopt the rear end steering style that seems to make the modern 500 work so well. The Americans slide the bike because they adapt their dirt track style. Gardner has a similar ability but pure road racers like the British push the front harder and if you push the front too hard there is rarely much warning before it tucks under and down you go. Rob McElnea had the same problem last year riding as team mate to Eddie Lawson in the Marlboro Yamaha team.

Both men took measures to correct the problem and spent time during the off season living in California and learning to ride on the dirt. McElnea lived with

ex-team mate Lawson even though he had swapped to the Suzuki team. MacKenzie stayed in Mamola's home and is certain the time was well spent. "I did a lot of dirt riding and I can see how much use it is to the Americans. Last year Freddie and Erv used to talk about it and I knew what they meant but when you can actually try it out in the dirt, sliding the back end you can see how it applies to road racing. I don't say that I am going to ride like the rest of them. I don't intend to change my style completely but it is another skill I can draw on."

McElnea also enjoyed his time in California and felt that his level of fitness was higher than ever at the start of the season. Unfortunately he started the 1988 season the way he had finished 1987 by falling off the Pepsi Suzuki twice in wet practice. He was unhurt and pulled out of the race with a suspected holed piston. He will find it tough to



match the performance of team leader Schwantz. McElnea has talent, there is no doubt of that but he needs some of the Texan's confidence and the falls have done him no good at all.

McElnea's place in the Marlboro Yamaha Team has been taken by Didier de Radigues but the 30 year old Belgian is unlikely to set the World alight. He will be a force in the wet as will Ron Haslam on the Elf. This experimental machine may never challenge the Japanese factory bikes but if anyone can make it work Haslam can. He is certainly the best and fastest development rider in the World.

The winning though will still be done by Lawson and Gardner. Schwantz has staked his claim on the destiny of the Championship while Magee and Rainey still have to show what they can do. It should be an exciting season and next year the second race of the season will be in Australia.

1988 GRAND PRIX OF JAPAN — SUZUKA

500cc Race Official Results. 27th March, 1988 Weather: FINE Course condition: DRY

Place	Number	Driver	Nat	Team	Laps	Finish-Time	Behind	Km/h	Best-Lap
1	34	Kevin Schwantz	USA	TEAM PEPSI SUZUKI	22	50'03.750		154.496	2'15.225
2	1	Wayne Gardner	AUS	ROTHMANS HONDA	22	50'12.134	0'08.384	154.066	2'15.427
3	3	Eddie Lawson	USA	MARLBORO YAMAHA AGOSTINI	22	50'16.474	0'12.724	153.844	2'15.616
4	5	Niall Mackenzie	GB	HB HONDA RACING TEAM	22	50'19.535	0'15.785	153.688	2'15.639
5	6	Tadahiko Taira	J	YAMAHA RACING TEAM	22	50'40.133	0'36.383	152.647	2'16.252
6	17	Wayne Rainey	USA	TEAM LUCKY STRIKE	22	50'45.820	0'42.070	152.362	2'17.178
7	16	Kevin Magee	AUS	TEAM LUCKY STRIKE	22	50'45.929	0'42.179	152.356	2'16.479
8	7	Christian Sarron	F	GAULOISES BLONDES YAMAHA	22	50'48.936	0'45.186	152.206	2'16.797
9	12	Didier de Radigues	B	MARLBORO YAMAHA AGOSTINI	22	51'04.963	1'01.213	151.410	2'17.543
10	9	Shunji Yatsushiro	J	ROTHMANS HONDA	22	51'14.038	1'10.288	150.963	2'18.214
11	45	Hikaru Miyagi	J	TEAM HRC	22	51'19.951	1'16.201	150.673	2'18.132
12	4	Ron Haslam	GB	TEAM ELF-ROC	22	51'23.795	1'20.045	150.486	2'18.630
13	14	Patrick Igoa	F	GAULOISES BLONDES YAMAHA	22	51'33.285	1'29.535	150.024	2'18.761
14	8	Pier Francesco Chili	I	HB HONDA GALLINA TEAM	22	51'42.739	1'38.989	149.567	2'19.861
15	47	Osamu Hiwataashi	J	SCHICK ADVANTAGE SUZUKI	22	51'46.295	1'42.545	149.396	2'18.785
16	37	Shinji Katayama	J	RACING TEAM UCC YAMAHA	22	51'49.361	1'45.611	149.248	2'18.884
17	38	Masaru Mizutani	J	TEAM SUZUKI	22	52'08.196	2'04.446	148.350	2'20.511
18	36	Keiji Kinoshita	J	HANSHIN RIDING SCHOOL RS	21	50'18.535	1 lap	146.751	2'21.726
19	27	Alex Valesi	I	MOTORACING IBERNA	21	50'31.502	1 lap	146.123	2'22.860
Prescribed Laps									
35	Norihiko Fujiwara	J	TEAM LUCKY STRIKE YAMAHA	21		1 lap			2'18.269
40	Hisashi Yamana	J	KYOGI RACING	19		3 laps			2'22.606
20	Manfred Fischer	D	HEIN GERICKE	19		3 laps			2'23.044
25	Marco Gentile	I	MARLBORO FIOR TEAM	17		5 laps			2'22.893
46	Shinichi Ito	J	SEED RACING TEAM	13		9 laps			2'16.819
44	Katunori Shinozake	J	BVD & KENZ RACING	13		9 laps			2'23.517
10	Rob McElnea	GB	TEAM PEPSI SUZUKI	10		12 laps			2'18.784
21	Raymond Roche	F	CAGIVA TEAM	9		13 laps			2'23.247
2	Randy Mamola	USA	CAGIVA TEAM	8		14 laps			2'23.035

START TIME: 14:10'30 FINISH TIME: 15:00'33.750

Number of entrants: 30 Number of Final Race Starters: 28 Number of Finishers: 19 Best Lap Time: Number 34 — Kevin Schwantz: 2'15.225 21/22

COMMENT KEVIN SCHWANTZ

"I can't pretend that I don't feel differently about the rest of the season having won the Japanese Grand Prix. I thought that we might win Grands Prix this year. I felt ready too but you can't be sure of things like that."

I was just going to let things happen and I did not know how competitive the bike would be. Of course we had tested it in Japan and they had made improvements over the 1988 season but it is easy to convince yourself when you are riding round on your own that the bike is fast. I thought that the bike was quite good sometimes last season but it wasn't good all the time and the carburation needed a lot of work.

At Suzuka during the Grand Prix we got a lot of things sorted out even though it rained a lot. We have a Mikuni man working with us all the time and although the carburation was not perfect all the time we were able to put right what was wrong. Last year when there were things wrong we didn't always know what to do to put it right but now we seem to be able to fix problems.

We proved that the team worked well and we could make progress. We got on with tyre testing and sorting out the suspension as well so Suzuki didn't just make progress through the winter they also got places at Suzuka.

So we won the first Grand Prix. That proved that the bike could do it but Suzuki was not a place that the team expected to win before the meeting started. We were fast enough to win there but the bike does not have enough top speed to win everywhere. The factory is working to get more speed and some of the faster tracks in Europe.

Wayne and Eddie were not impressed at being beaten by the Suzuki. They both told me after the race that there was no way I was going to beat them like that in Europe. Well it is easy for them to say that and maybe Honda and Yamaha will get their bikes going better but if they go on thinking that Suzuki was a freak result then we will go on having the advantage that we did there, that they did not expect us to be up there with them. If they want to go on thinking that

we are not a threat to them that is fine by me.

We are just going to carry on treating every race as it comes, it is a long season and that is the only way to look at it, there is no point about getting any plans for the rest of the year because anything can happen and when you look at the points system it is obvious that you have to keep finishing races. It is no good getting in over your head and not finishing because that will wipe out any winning that you have been doing.

I won the Japanese Grand Prix because I was feeling confident about the bike and the tyres after practice. If the team carries on working like that then it is easier for me to do my job. They are a great bunch of guys and everything seems to be working great.

I used a new Michelin Cross ply on the front at Suzuka. I felt it gave me more confidence than the Radial. I can do

more going into the corner and I don't feel it is going to let go. I can put the bike where I want it and turn it quickly, the bike was handling well and as long as the tracks are tight and the straight's short that is going to be an advantage. It might not be enough when we get to the faster circuits.

The way that the bike steers is a big improvement over last season. At first last year we were using the 3.50 inch-wide front rim and the bike wasn't comfortable. Mid-way through the year we tried the 3.25 rim but it was not the complete answer and probably the bigger improvement to the way the bike handles this year is the front tyre but then Suzuki have been working on the handling and the suspension as well so I guess it is a combination of things.

We need to keep improving because there are obvious areas where the Hondas and the Yamahas are faster."



LAGUNA SECA

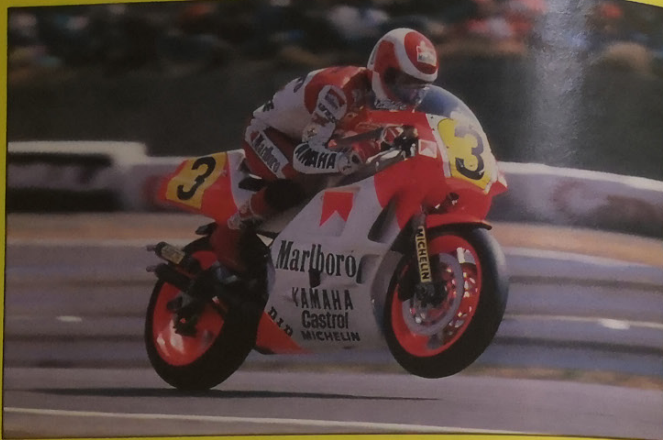
Eddie Lawson won the 20th Grand Prix of his career by taking victory on his Marlboro Yamaha in the United States Grand Prix at Laguna Seca. It moved him into the Championship lead a single point ahead of reigning Champion Wayne Gardner on the Rothmans Honda who was second in California as he had been in Japan.

The second round of the sixteen race series saw a complete reversal of fortunes from the first and Japanese Grand Prix winner Kevin Schwantz could do no better than fifth on the Pepsi Suzuki.

It is too early in the season to say who is going to be champion but already there are some pointers and the Grand Prix schedule is so tight that there is little time for machine development through the season so that the bikes that have done well in the opening rounds are likely to maintain that advantage.

Honours have been fairly evenly split between Yamaha, Honda and Suzuki so far while Cagiva have been a disaster. Lawson's verdict after the American round was that, "The Honda has a little more power than my bike but my Yamaha has better stability and a wider rev band. I can get a better drive coming out of the corners and as long as I do that I can hold onto the Hondas down the straight. If I don't come onto the straight quicker than them the Hondas get away. In practice we seemed pretty even with the Suzuki and in the race my tyres were perfect, the best I have ever had. The rear Michelin went off a fraction at first and then stayed exactly the same right to the end of the race, I just couldn't get into trouble with it."

Gardner was obviously having problems with his bike, it was sliding badly and he later complained of brake troubles. He suffered from warping discs in 1987 and they were modified during the winter but on a track like Laguna Seca which demands the utmost from the stopping department more work needs to be done. This time the discs did not warp but the brake pads were completely worn through and as the brakes had overheated and started to fade early in



the event there was little chance of him doing battle with Lawson who has Lockheed brakes on the Yamaha. In the past the Marlboro Yamaha Team have been aligned with the Brembo brake company mainly because team Manager Giacomo Agostini is Italian and has a financial arrangement with Brembo. As has been the case for the last three years, the Honda seems harder on tyres than the Yamaha even though Honda have redesigned their rear suspension system each season to try and get over the problem. Gardner had more trouble than Mackenzie but that is because the Australian is much more aggressive with the throttle than the Scott. Gardner makes no secret of the fact that he likes feeling the bike slide but it is hard on tyres. Mackenzie has a very different style, he keeps his corner speed up and leans over further than anyone else. Last year, that caused him to lose ground as he was fast through the corners but could not accelerate out of them. His winter training in California was paying off at Laguna Seca as Lawson reported. "He leans over so far that you cannot believe he will be able to get on the power, then he gasses it and drives away."

Honda still have the speed advantage and there are circuits like Paul Ricard and the Salzburgring where they will be very hard to beat. Niall Mackenzie demonstrated at Laguna that Gardner is not the only rider capable of running at the front of a Grand Prix as the Scott did for seventeen laps before dropping back to finish third. "I made a few mistakes at first, I didn't know what to do, I had never been in front before and I kept expecting someone to come past. I feel good about the race though and I am sure I am going to win one this year." Schwantz was frustrated with his fifth place after stunning everyone in the season opener. He complained that the front tyre was tucking under on him and was therefore having trouble in an area that was thought to be a strong point. Mackenzie and Gardner had both previously noted that the Suzuki was

hard to follow because Schwantz was able to turn so quickly and put the bike exactly where he wanted.

Schwantz started well enough and after Lawson had gone through battle for much of the race with Rainey for fourth but in the second half of the race he was forced to settle for a rather distant fifth well ahead of Frenchman Christian Sarron on the Sonauto Gauloises Yamaha who complained that he lost ground early on when he struggled with the full fuel load.

There were only eleven finishers at Laguna Seca and the field looked rather thin at the end. That was due partly to the demanding nature of the track, there were four crashes but there was not a full grid to start with. Though the top teams are wealthy the sport is held afloat by tobacco money and there are a limited number of companies and the poorer private teams cannot afford the trip from Europe to the US.

Suzuki have made a major breakthrough with backing from Pepsi and with a record Laguna crowd estimated at between 80,000 and 100,000 and with the NBC national TV coverage it is a reasonable hope that other sponsors will be forthcoming so that the second US Grand Prix and next year's Australian Grand Prix has depth as well as excitement.

Another 100,000 people will watch the Grand Prix circus do battle at Jarama on April 24th for the Spanish Grand Prix. The circuit is even tighter than Laguna and the crowd shout louder and add to their noise with fire crackers. Lawson has won there twice and Gardner once, Schwantz will be looking to get back on the rostrum but so will Mackenzie plus the Lucky Strike Yamaha Team of Wayne Rainey and Kevin Magee who have been out of luck so far but tested at the circuit prior to the start of the season and were right on the lap record.

Randy Mamola should be back in action at the Spanish Grand Prix after missing the American race as the result of a practice crash. On Friday the Cagiva locked up as he was entering a corner.

AMA national champion Bubba Shobert saw the crash. "It was a bad one. The rear wheel locked and as the bike turned around he was thrown off. He landed on his back and his head was flicked against the ground."

I thought he had broken his neck at first because he didn't move. Then he started to get up but he was obviously not with it because the marshals had to hold him up."

Mamola did not practice on Saturday and was still suffering from concussion. He decided that it would be dangerous to race. He had been knocked out for the first time in his career a month before when testing the Cagiva at Laguna Seca before the season started.

It has been suggested that the reason for the rear wheel locking was that the final drive sprocket came off. Even before that happened practice was going badly and the Cagiva team manager was heard to complain that the Pirelli tyres were

useless. Pirelli countered that if the bikes ever ran for two successive laps they might get some testing done. Cagiva blamed Magneti Marelli for ignition system failures but if they can make for the different configurations of Ferrari engines you would think they could produce something that worked on a simple V four.

CIRCUIT PROBLEMS

The Laguna Seca track was not appreciated by the Grand Prix visitors. After a decade of abuse from Americans on the state of European Grand Prix circuits the Americans were bound to come under fire if their track was not right for the first US Grand Prix in over 20 years. Led by Kenny Roberts the Americans have always been first to complain, often with good justification and with almost all riders standing together, Grand Prix circuit safety and facilities have improved almost beyond

recognition since the seventies.

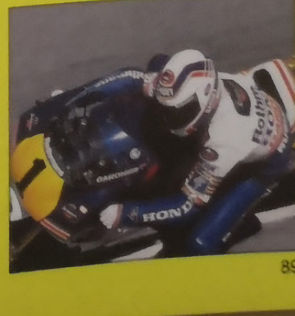
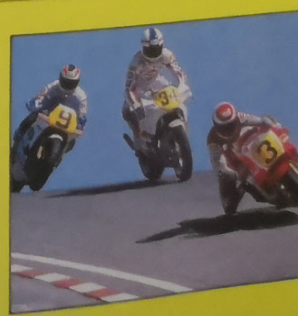
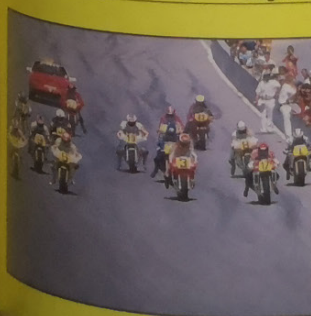
It is ironic therefore that it was Roberts who was the prime mover in bringing the Grand Prix to Laguna Seca. The circuit made all the changes asked for by the FIM and the American riders but at several points the concrete barriers remained right on the trackside and the surface was very rough. US\$1.5 million was spent lengthening the circuit and improving several points of danger but there remains work to be done and with no pits complex the teams worked in tents and suffered poor lighting and failing electricity.

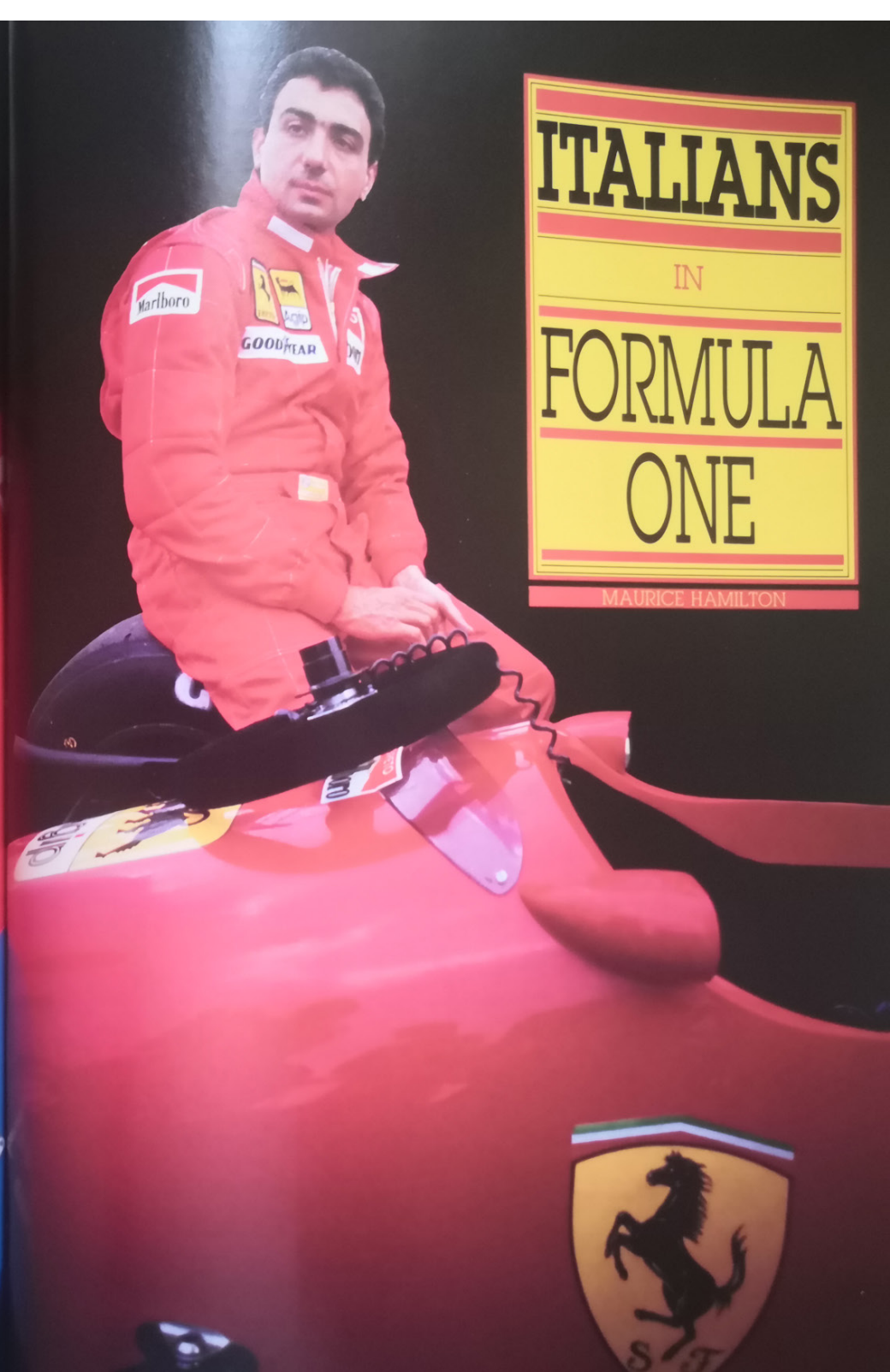
In truth circuits are normally given a grace period to evolve but with the Americans so quick to complain in Europe the visitors were disinclined to be patient. Gardner said that the track was, "Rough and dangerous," while Kevin Magee pointed out that it was, "Not what I expected from a Grand Prix track."

U.S. MOTORCYCLE GRAND PRIX — LAGUNA SECA

Superbike 500cc World Championship. 10th April 1988. Laguna Seca Raceway — Monterey California USA

Pos	Lap	Number	Rider	Nat	Team	Bike
1	20	3	Eddie Lawson	US	Marlboro Yamaha Team Agostini	Yamaha
2	20	5	Niall Mackenzie	UK	HB/Honda/HRC	Honda
3	20	1	Wayne Gardner	AUS	Rothmans Honda/HRC	Honda
4	20	17	Wayne Rainey	US	Team Lucky Strike Roberts	Yamaha
5	20	34	Kevin Schwantz	US	Team Pepsi Suzuki	Suzuki
6	20	7	Christian Sarron	FRA	Team Gauloises Blondes Yamaha	Yamaha
7	20	12	Dider De Radigues	BELG	Marlboro Yamaha Team Agostini	Yamaha
8	20	4	Ron Haslam	UK	Team ELF-ROC	Honda
9	20	10	Rob McElnea	UK	Team Pepsi Suzuki	Suzuki
10	20	18	Mike Baldwin	US	Self	Honda
11	19	25	Marco Gentile	SWI	Marlboro Fior Team	Fior
12	19	27	Alessandro Valesi	ITL	Motoracing SLR/Team Iberna	Honda
13	17	8	Pier Francesco Chili	ITL	HB Honda Gallina Team	Yamaha
14	17	42	John Long	US	Team 25 Travel/Flying Tigers	Honda
15	15	9	Shunji Yatsushiro	JAP	Rothmans Honda-HRC	CAG
16	3	21	Raymond Roche	FRA	Self	Yamaha
17	3	16	Kevin Magee	AUS	Team Lucky Strike Roberts	Yamaha
18	0	14	Patrick Igoa	FRA	Team Gauloises Blondes Yamaha	CAG
19	0	2	Randy Mamola	US	Cagiva Corse	
20	0	57	Eugene Brown	S	Hanna Car Wash System/Stepping Out/Spec Imports Suzuki	





ITALIANS IN FORMULA ONE

MAURICE HAMILTON

More than a quarter of the teams and 10 of the 31 drivers entered in the World Championship are Italian.



Enzo Ferrari formed Scuderia Ferrari in 1929 to race works Alfa Romeos. He parted company with Alfa 10 years later and began building his own cars, the first Formula 1 Ferrari appearing in 1948. It was the beginning of an association with top-flight motor racing which has consumed Enzo Ferrari. The joys of his 93 world championship Grand Prix victories and eight World Championships (for drivers) has been clouded by the sadness which is an unfortunate part of motor racing — particularly in the days when safety was a word which had little currency or depth of understanding; the days when a crash helmet was the only concession to a sport which could bite back.



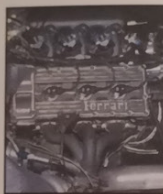
Perversely, the tragedies — Ascari, Bandini, Castellotti, Collins, Musso, von Trips, Villeneuve — merely strengthened the appeal, these drivers (and more) moving into legend in the minds of the Ferrari supporters in Italy. When Alberto Ascari, Ferrari's first World Champion in 1952, was killed during a test session at Monza three years later, Milan came to a standstill on the day they buried their hero.

The joy and sorrow continued in equal proportions. In recent years, the fatalities have been mercifully reduced. But so too has Ferrari's success rate. Jody Scheckter was the last World Champion to win the title in a Ferrari. That was in 1979. Ferrari came close in 1982 but a serious crash during practice for the German Grand Prix ended Didier Pironi's hopes just as the Frenchman was clearing a space on his sideboard for the champion's trophy.

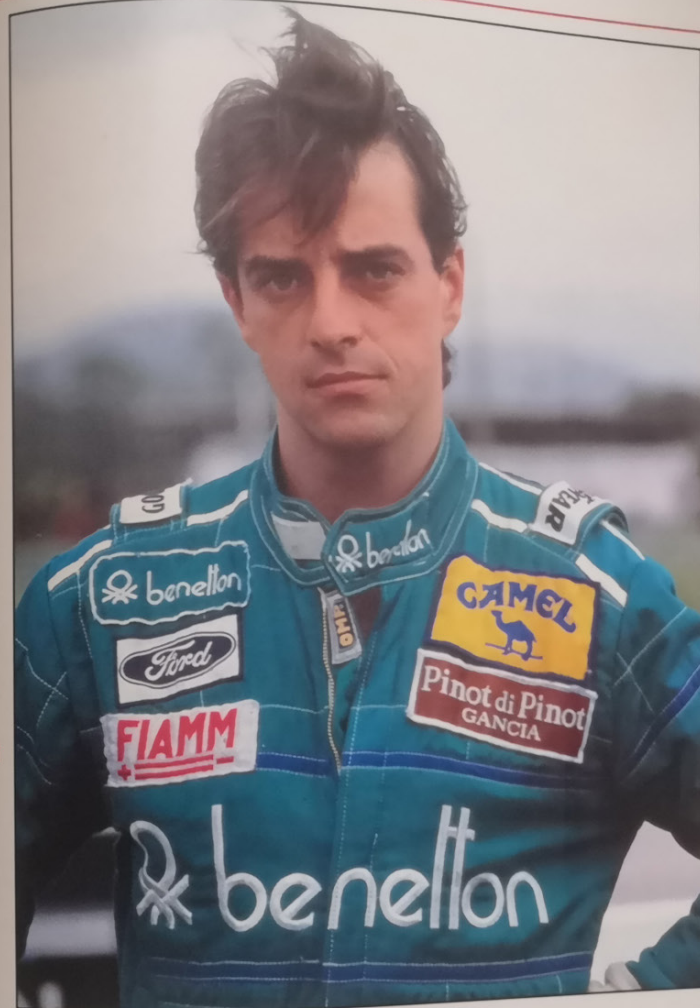
A two-year absence from the top of the rostrum was ended last November when Gerhard Berger won the Japanese Grand Prix. At last, Ferrari were on the up and a further win in Australia put the team on a course for a successful season in 1988.

Berger joined Ferrari last year as a bright young lad, full of hunger and ambition — the very attributes which Enzo Ferrari appreciates, particularly as it tends to keep the other driver — in this case, Michele Alboreto — on his toes. Ferrari is not averse to fostering rivalry within his own team and Alboreto, who joined Ferrari from a more peaceful environment at Tyrrell, has carried the pressures with dignity when you consider he was born in Milan and, by association, became public property at the stroke of his pen on a contract with the 'home' team.

The smaller teams from Italy, of course, are bit players on a stage where Ferrari stars and, sometimes it seems, writes the script and directs the show. Of the rest, Osella have been established the longest. Enzo Osella runs a small team notable for its easy-going atmosphere, a philosophy which occasionally seems to extend to



the cars, none of which, even to the most charitable eye, could be described as a front runner. Osella first came to prominence when his small-capacity sports cars achieved considerable success at home and in Europe. A move into Formula 2 in the mid-seventies brought success, Eddie Cheever winning three races in the 1979 European Formula 2 Championship. Thus encouraged, the move to Formula 1 in 1980 was, perhaps, a trifle ambitious. The overweight car was never on the pace and, regrettably, this set a standard which Osella, continually struggling for backing, have found difficulty improving



debilitating Dallas Grand Prix in 1984. It was only the second time an Osella had managed to make it into the top six. And, at the beginning of this season, it was also the last. Osella have used a variety of Alfa Romeo engines over the years and, for 1988, they are continuing the association. The single Osella is being driven by Nicola Larini, the 24 year old Italian who made his Grand Prix debut in Spain last year. Osella lost some sympathy when the Minardi team arrived in Formula 1 in 1985. Running a small outfit on a shoestring budget, Giancarlo Minardi nevertheless managed to incorporate sensible but economical engineering on cars which, more often than not, were hampered by the Italian-built Motori-Moderni V6 turbo engine. For 1988 Minardi, a Fiat franchise holder from Firenza near Imola, has switched to the normally aspirated Ford-Cosworth although the acquisition of a potentially more reliable engine has been offset by the loss of the talented Alessandro Nannini to Benetton. Nannini suffered numerous retirements during his two years with Minardi but his ability had shown through when rain during practice (a frequent occurrence during 1987) proved to be a great equaliser of cars. This year, Minardi are running two Spaniards, Adrian Campos and Luis Perez Sala. Campos will be building on the experience gained during his first

Minardi lost the talented Alessandro Nannini to Benetton in 1988



year in Formula 1 (with Minardi) last season while Sala has earned his reputation in Formula 3000, the man from Barcelona winning two races to finish second in the 1987 championship. Coloni, another fledgling team born of the owner's enthusiasm as an entrant in the lower formulae, appeared briefly in Formula 1 last year and Enzo Coloni has signed on for a full season in 1988. The Ford-Cosworth powered car will be driven by Gabriele Tarquini, who appeared once in an Osella last year and was never seen again. Nonetheless, the 26 year old is considered to be promising, if occasionally erratic, and possessing the explosive image of the typical Italian. New to Formula 1 are Scuderia Italia, Alex Caffi (an Osella veteran from 1987) driving a BMS Dallara. The team founded by Beppe Lucchini, a 37 year old businessman and a former European Classic Car Champion, employed the services of Dallara, a respected Italian racing car manufacturer, to build the



Grand Prix machine which, initially, will use the ubiquitous Ford-Cosworth engine. So, too, will EuroBrun, a new Grand Prix team, run by slot machine magnate Walter Brun from Switzerland, but based in Senago, Italy. Brun, with vast experience in endurance racing, will rely on the Pavanella Euroracing team to run two cars for Oscar Larrauri from Argentina and Stefano Modena from the Italian town of the same name.

Modena, the 1987 Formula 3000 Champion, was invited to drive for Brabham in the Australian Grand Prix last year as a stand-in for Riccardo Patrese, deputising for the injured Nigel Mansell at Williams. Modena, obsessive and superstitious, is highly regarded by those he has raced for. Patrese, of course, is one of the most experienced drivers in Formula 1 and just two Grands Prix wins for the Italian perhaps sum up an erratic career which masks a great natural talent spoiled, at times, by a lack of motivation.

There have been times when Andrea de Cesaris's enthusiasm has got the better of him, as beleaguered mechanics at Alfa Romeo, McLaren, Ligier and Minardi will testify. Undaunted, the 28 year old from Rome has embarked on another season with yet another team, this time the fledgling Rial Racing effort run by Gunther Schmidt.

Another Italian in a German team, Piercarlo Ghinzani takes his experience with Osella, Toleman and Ligier to Zakspeed for 1987. Ghinzani, now

Osella have been established the longest after Ferrari. The 24 year old Larini is the single driver for Osella. Enzo Coloni has signed on for a full season in 1988.

considered to be in the Old Guard of Italian racing drivers, is likely to be overshadowed this season by Ivan Capelli in the March.

Capelli made an early impression by finishing fourth in the 1986 Australian Grand Prix. It was just his second Formula 1 race although the result was due largely to Capelli hanging on grimly in the Tyrrell-Renault as others fell by the wayside. However, the move to March last year saw Capelli frequently set the pace in the non-turbo division only to succumb to teething problems with the car as the March team became accustomed to the rarified air of Formula 1. At the start of this season, driver and team were poised to learn from their mistakes.

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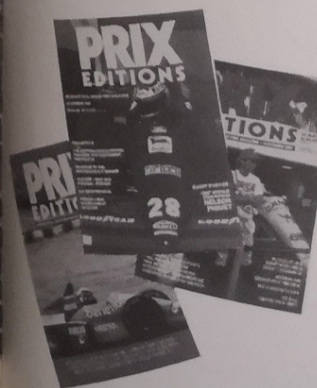
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